

APPENDIX H
TRAFFIC IMPACTS TO
ADJACENT CITY JURISDICTION REPORT

Traffic Impacts to Adjacent City Jurisdictions

County of San Diego General Plan Update

(Project Number: 08-100-601-00, Phase 4.2.7)

Final Technical Report

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1.0 Introduction

1.1 Study Background and Purpose

The purpose of this technical report is to document significant traffic impacts on regional arterials located in adjacent incorporated city jurisdictions, as a result of the County of San Diego General Plan Update.

The County of San Diego General Plan Update is a multi-year project which began in August 1998 (referred to as General Plan 2020). The current General Plan for the unincorporated County has not been comprehensively updated since 1979 and has been the subject of substantial modifications over the years. During this period, considerable growth and change has taken place, leading to the incorporation of a number of cities and to annexation of lands on the periphery of the unincorporated area.

County staff has met with community groups and residents numerous times in preparation of the land use and roadway network alternatives which have been the focus of evaluation under the County of San Diego General Plan Update.

1.2 Project Study Area and Scenarios

In response to the County of San Diego Notice of Preparation (NOP) for the Draft EIR of the County of San Diego General Plan Update and the letter (dated July 25, 2008) requesting input from each city jurisdiction, the following incorporated jurisdictions identified roadway segments of concern for possible traffic impacts related to the County of San Diego General Plan Update:

- Carlsbad
- Chula Vista
- El Cajon
- Encinitas
- Escondido
- La Mesa
- Lemon Grove
- Poway
- San Marcos
- Santee
- Solana Beach
- Vista

In addition to the roadway segments identified by the above jurisdictions, a number of additional regional arterial facilities were selected for analysis in this study to ensure a comprehensive county-wide assessment. The list of regional arterials was compiled from the 2007 Regional Transportation Plan (RTP), and then refined based upon location and connectivity to the roadway network within the unincorporated County.

Forecast traffic and resulting Level of Service (LOS) on the identified key roadway segments were analyzed and compared under each of the following three (3) alternative conditions:

- Existing Conditions - Base Year 2007 – This alternative includes existing traffic volumes on the respective roadway segments in the various jurisdictions as currently constructed.
- County of San Diego General Plan Update (Referral Map - Proposed Project) - The Referral Map was endorsed as the proposed project by the Board of Supervisors during the land use

mapping phase of the County of San Diego General Plan Update process. This scenario includes land uses and roadway network consistent with the Referral Map from the County of San Diego General Plan Update.

- County of San Diego Existing General Plan (No Project) - This scenario includes land uses and roadway network consistent with the buildout of the current County of San Diego General Plan.

1.3 Report Organization

Following this Introduction chapter, this report is organized into the following sections:

- 2.0 Approach and Methodology - This chapter describes the methodologies and standards utilized to analyze roadway traffic conditions in the various jurisdictions.
- 3.0 Existing Conditions – This chapter provides results of the analysis of existing traffic conditions for the identified key roadway segments in the incorporated jurisdictions.
- 4.0 Future Traffic Conditions - This chapter describes future year buildout traffic conditions on the identified key roadway segments under both the County of San Diego Existing General Plan and the County of San Diego General Plan Update (Proposed Project).
- 5.0 Comparison Assessments – This chapter provides a comparison of traffic operations under the three analysis scenarios and identifies significant impacts on the key roadway segments within the adjacent incorporated jurisdictions that may be affected by the proposed County of San Diego General Plan Update.
- 6.0 Summary of Findings - This chapter summarizes the identified traffic impacts on roadway segments within the adjacent incorporated jurisdictions associated with the County of San Diego General Plan Update.

2.0 Approach and Methodology

2.1 Analysis Methodology

Detailed information on the roadway segment analysis methodologies, standards, and thresholds are discussed in the following section.

2.1.1 Level of Service Definitions

The concept of LOS is defined as a qualitative measure describing operational conditions within a traffic stream, and the motorist's and/or passengers' perception of operations. A LOS definition generally describes these conditions in terms of such factors as speed, travel time, freedom to maneuver, comfort, convenience, and safety. **Table 2.1** describes generalized definitions of LOS in transportation systems.

**TABLE 2.1
LEVEL OF SERVICE DEFINITIONS**

| LOS Category | Definition of Operation |
|--------------|---|
| A | This LOS represents a completely free-flow condition, where the operation of vehicles is virtually unaffected by the presence of other vehicles and only constrained by the geometric features of the highway and by driver preferences. |
| B | This LOS represents a relatively free-flow condition, although the presence of other vehicles becomes noticeable. Average travel speeds are the same as in LOS A, but drivers have slightly less freedom to maneuver. |
| C | At this LOS the influence of traffic density on operations becomes marked. The ability to maneuver within the traffic stream is clearly affected by other vehicles. |
| D | At this LOS, the ability to maneuver is notably restricted due to traffic congestion, and only minor disruptions can be absorbed without extensive queues forming and the service deteriorating. |
| E | This LOS represents operations at or near capacity. LOS E is an unstable level, with vehicles operating with minimum spacing for maintaining uniform flow. At LOS E, disruptions can not be dissipated readily thus causing deterioration down to LOS F. |
| F | At this LOS, forced or breakdown of traffic flow occurs, although operations appear to be at capacity, queues form behind these breakdowns. Operations within queues are highly unstable, with vehicles experiencing brief periods of movement followed by stoppages. |

Source: Highway Capacity Manual 2000

2.1.2 Roadway Segment Level of Service Standards and Thresholds

Roadway segment LOS standards and thresholds provide the basis for analysis of arterial roadway segment performance. The analysis of roadway segment LOS was based on the functional classification of the roadway, the maximum capacity, roadway geometrics, and existing or forecast Average Daily Traffic (ADT) volumes.

Methodologies for ascertaining roadway LOS vary amongst the jurisdictions. The cities of Carlsbad, Del Mar, El Cajon, La Mesa, Lemon Grove, National City, Poway, San Diego, Santee, and Solana Beach utilize the roadway segment LOS standards and thresholds from the

SANTEC/ITE guidelines, as displayed in **Table 2.2**, for classification of Circulation Element roadways and determination of roadway LOS.

TABLE 2.2
SANTEC/ITE GUIDELINES
CIRCULATION ELEMENT ROADWAY CLASSIFICATIONS
CAPACITY AND LEVEL OF SERVICE STANDARDS

| Roadway Functional Classification | LOS (in ADT) | | | | |
|--|--------------|----------|----------|--------------------|----------|
| | A | B | C | D | E |
| Expressway (6-lane) | < 30,000 | < 42,000 | < 60,000 | < 70,000 | < 80,000 |
| Prime Arterial (6-lane) | < 25,000 | < 35,000 | < 50,000 | < 55,000 | < 60,000 |
| Major Arterial (6-lane, divided) | < 20,000 | < 28,000 | < 40,000 | < 45,000 | < 50,000 |
| Major Arterial (4-lane, divided) | < 15,000 | < 21,000 | < 30,000 | < 35,000 | < 40,000 |
| Secondary Arterial / Collector (4-lane w/ center lane) | < 10,000 | < 14,000 | < 20,000 | < 25,000 | < 30,000 |
| Collector (4-lane w/o center lane) | < 5,000 | < 7,000 | < 10,000 | < 13,000 | < 15,000 |
| Collector (2-lane w/ continuous left-turn lane) | | | | | |
| Collector (2-lane no fronting property) | < 4,000 | < 5,500 | < 7,500 | < 9,000 | < 10,000 |
| Collector (2-lane w/ commercial fronting) | < 2,500 | < 3,500 | < 5,000 | < 6,500 | < 8,000 |
| Collector (2-lane multi-family) | | | | | |
| Sub-Collector (2-lane single-family) | - | - | < 2,200 | - | - |

Source: SANTEC/ITE Guidelines for Traffic Impact Studies (TIS)

Note: Bold numbers indicate the ADT thresholds for acceptable LOS.

Tables 2.3 through 2.8 display the roadway segment LOS standards and thresholds for the remaining jurisdictions including Chula Vista, Encinitas, Escondido, Oceanside, San Marcos, and Vista, as defined by each of the respective cities.

TABLE 2.3
CITY OF CHULA VISTA
CIRCULATION ELEMENT ROADWAY CLASSIFICATIONS
CAPACITY AND LEVEL OF SERVICE STANDARDS

| Roadway Functional Classification | LOS (in ADT) | | | | |
|-----------------------------------|--------------|----------|--------------------|----------|----------|
| | A | B | C | D | E |
| Expressway (7 or 8-lane) | < 52,500 | < 61,300 | < 70,000 | < 78,800 | < 87,500 |
| Prime Arterial (6-lane) | < 37,500 | < 43,800 | < 50,000 | < 56,300 | < 62,500 |
| Major Street (6-lane) | < 30,000 | < 35,000 | < 40,000 | < 45,000 | < 50,000 |
| Major Street (4-lane) | < 22,500 | < 26,300 | < 30,000 | < 33,800 | < 37,500 |
| Town Center Arterial | < 37,500 | < 43,800 | < 50,000 | < 56,300 | < 62,500 |
| Class I Collector (4-lane) | < 16,500 | < 19,300 | < 22,000 | < 24,800 | < 27,500 |
| Class II Collector (3-lane) | < 9,000 | < 10,500 | < 12,000 | < 13,500 | < 15,000 |
| Class III Collector (2-lane) | < 5,600 | < 6,600 | < 7,500 | < 8,400 | < 9,400 |

Source: City of Chula Vista

Note: Bold numbers indicate the ADT thresholds for acceptable LOS.

TABLE 2.4
CITY OF ENCINITAS
CIRCULATION ELEMENT ROADWAY CLASSIFICATIONS
CAPACITY AND LEVEL OF SERVICE STANDARDS

| Roadway Functional Classification | LOS (in ADT) | | |
|-------------------------------------|--------------|--------------------|----------|
| | A - C | D | E |
| Prime Arterial (6-lane) | < 46,000 | < 51,200 | < 57,000 |
| Prime Arterial (6-lane) - Augmented | < 53,000 | < 60,000 | < 66,000 |
| Major Roadway (4-lane) | < 28,200 | < 31,600 | < 35,200 |
| Major Roadway (4-lane) - Augmented | < 36,300 | < 41,000 | < 45,400 |
| Collector Roadway (4-lane) | < 26,000 | < 29,200 | < 32,400 |
| Local Roadway (2-lane) | < 11,200 | < 12,600 | < 14,000 |
| Local Roadway (2-lane) - Augmented | < 16,000 | < 18,000 | < 20,000 |

Source: City of Encinitas

Note: Bold numbers indicate the ADT thresholds for acceptable LOS.

TABLE 2.5
CITY OF ESCONDIDO
CIRCULATION ELEMENT ROADWAY CLASSIFICATIONS
CAPACITY AND LEVEL OF SERVICE STANDARDS

| Roadway Functional Classification | LOS (in ADT) | | | | | |
|--------------------------------------|--------------|----------|----------|--------------------|----------|----------|
| | A | B | C | Mid D | D- | E |
| Prime Arterial (6-Lane, no parking) | < 15,000 | < 30,000 | < 42,000 | < 46,500 | < 51,000 | < 60,000 |
| Prime Arterial (8-Lane, no parking) | < 17,500 | < 35,000 | < 49,000 | < 54,250 | < 59,500 | < 70,000 |
| Major Road (4-Lane, no parking) | < 14,800 | < 24,700 | < 29,600 | < 31,500 | < 33,400 | < 37,000 |
| Major Road (6-Lane, no parking) | < 12,500 | < 25,000 | < 35,000 | < 38,750 | < 42,500 | < 50,000 |
| Collector (4-Lane, no parking) | < 13,700 | < 22,800 | < 27,400 | < 29,100 | < 30,800 | < 34,200 |
| Collector (4-Lane, w/ parking) | < 5,500 | < 10,000 | < 14,000 | < 15,500 | < 17,000 | < 20,000 |
| Local Collector (2 Lane, no parking) | < 4,000 | < 7,500 | < 10,000 | < 11,250 | < 12,500 | < 15,000 |
| Rural Collector (2-Lane, w/ parking) | < 2,500 | < 5,000 | < 7,000 | < 7,750 | < 8,500 | < 10,000 |

Source: City of Escondido

Note: Bold numbers indicate the ADT thresholds for acceptable LOS.

TABLE 2.6
CITY OF OCEANSIDE
CIRCULATION ELEMENT ROADWAY CLASSIFICATIONS
CAPACITY AND LEVEL OF SERVICE STANDARDS

| Functional Classification | LOS (in ADT) | | | | |
|--|--------------|----------|----------|--------------------|----------|
| | A | B | C | D | E |
| Prime Arterial (6-lane) | < 36,000 | < 42,000 | < 48,000 | < 54,000 | < 60,000 |
| Major Arterial (6-lane, divided) | < 30,000 | < 35,000 | < 40,000 | < 45,000 | < 50,000 |
| Major Arterial (5-lane, divided) | < 27,000 | < 31,500 | < 36,000 | < 40,500 | < 45,000 |
| Major Arterial (4-lane, divided) | < 24,000 | < 28,000 | < 32,000 | < 36,000 | < 40,000 |
| Secondary Arterial (4-lane, undivided) | < 13,700 | < 22,800 | < 27,400 | < 30,800 | < 34,200 |
| Collector Industrial (2-lane) | < 6,000 | < 7,000 | < 8,000 | < 9,000 | < 10,000 |
| Collector (2-lane) | < 5,250 | < 6,125 | < 7,000 | < 7,875 | < 8,750 |

Source: City of Oceanside

Note: Bold numbers indicate the ADT thresholds for acceptable LOS.

TABLE 2.7
CITY OF SAN MARCOS
CIRCULATION ELEMENT ROADWAY CLASSIFICATIONS
CAPACITY AND LEVEL OF SERVICE STANDARDS

| Roadway Functional Classification | LOS (in ADT) | | | | |
|--|--------------|----------|---------|-------------------|---------|
| | A | B | C | D | E |
| Prime Arterial (6-lane) | <25,000 | <35,000 | <42,000 | <51,000 | <60,000 |
| Major Arterial (6-lane, divided) | <20,000 | <28,000 | <35,000 | <41,000 | <50,000 |
| Major Arterial (4-lane, divided) | < 15,000 | < 21,000 | <28,000 | <35,000 | <40,000 |
| Secondary Arterial (4-lane, undivided) | < 10,000 | < 14,000 | <21,000 | <24,500 | <30,000 |
| Collector (2-lane) | <5,000 | <7,000 | <10,000 | <12,500 | <15,000 |

Source: City of San Marcos

Note: Bold numbers indicate the ADT thresholds for acceptable LOS.

TABLE 2.8
CITY OF VISTA
CIRCULATION ELEMENT ROADWAY CLASSIFICATIONS
CAPACITY AND LEVEL OF SERVICE STANDARDS

| Roadway Functional Classification | LOS (in ADT) | | | | |
|---|--------------|----------|----------|--------------------|----------|
| | A | B | C | D | E |
| Prime Arterial (6-lane) | < 36,000 | < 42,000 | < 48,000 | < 54,000 | < 60,000 |
| Major Arterial (4-lane, divided) | < 24,000 | < 28,000 | < 32,000 | < 36,000 | < 40,000 |
| Secondary Arterial (4-lane, undivided) | < 15,000 | < 17,500 | < 20,000 | < 22,500 | < 25,000 |
| Minor Arterial (2-lane, undivided) | < 9,000 | < 10,500 | < 12,500 | < 15,000 | < 17,000 |
| Collector (4-lane w/no center lane) | < 5,500 | < 7,000 | < 10,000 | < 13,000 | < 15,000 |
| Collector (2-lane w/ continuous left-turn lane) | < 5,500 | < 7,000 | < 10,000 | < 13,000 | < 15,000 |
| Light Collector (2-lane) | < 5,300 | < 6,200 | < 7,000 | < 7,900 | < 8,800 |

Source: City of Vista

Note: Bold numbers indicate the ADT thresholds for acceptable LOS.

2.2 Impact Significance Criteria

The cities of Carlsbad, Del Mar, El Cajon, Encinitas, La Mesa, Lemon Grove, National City, Oceanside, Poway, San Marcos, Santee, Solana Beach, and Vista utilize the *SANTEC/ITE Guidelines for Traffic Impact Studies (TIS) in the San Diego Region* as the basis for defining project impacts. In general, a significant impact would be identified when the addition of project traffic results in a Level of Service dropping from LOS D or better to substandard LOS E or F. In addition, **Table 2.9** summarizes the impact significance thresholds for facilities operating at substandard LOS with and without the project. These thresholds as applied to roadway segments are based upon an acceptable increase in the Volume / Capacity (V/C) ratio.

TABLE 2.9
SANTEC / ITE
MEASURES OF SIGNIFICANT PROJECT TRAFFIC IMPACTS

| LOS with Project E & F (or ramp meter delays above 15 min.) | Allowable Change Due to Impact | | | | | |
|--|--------------------------------|-------------|------------------|-------------|---------------|---------------|
| | Freeways | | Roadway Segments | | Intersections | Ramp Metering |
| | V/C | Speed (mph) | V/C | Speed (mph) | Delay (sec) | Delay (min.) |
| | 0.01 | 1 | 0.02 | 1 | 2 | 2 |

Source: SANTEC/CMP Guidelines for Traffic Impact Studies (TIS) in the San Diego Region

The following 3 jurisdictions have modified requirements from those stated above:

City of Chula Vista

The City of Chula Vista considers *LOS C* to be the acceptable standard for Circulation Element roadway segments. Significant impacts are those impacts for which the addition of project trips results in an identifiable degradation in LOS on freeway segments, roadway segments, or intersections, triggering the need for improvement strategies.

Criteria for determining whether a project results in significant impacts on roadway segments are as follows:

- i. LOS is LOS D, LOS E, or LOS F.
- ii. Project trips comprise 5% or more of total segment volume.
- iii. Project adds greater than 800 ADT to the segment.

City of Escondido

The City of Escondido considers *LOS Mid D* as the acceptable standard for Circulation Element roadway segments. In addition to the SANTEC Guidelines, the City of Escondido considers an increase in *the V/C ratio by more than 0.02 on a roadway segment or that operates at a LOS D⁻, E or F* to be a significant impact. A proposed project is considered to have a significant impact on a facility if the additional project traffic causes the LOS to degrade from acceptable LOS Mid D or better to substandard LOS D⁻, E, or F.

City of San Diego

The City of San Diego considers D to be the acceptable LOS for freeways, roadways and intersections, except in undeveloped locations where LOS C is considered to be acceptable. The City of San Diego uses the same thresholds identified in Table 2.15-23, SANTEC/ITE Measures of Significant Project Traffic Impacts, for projects resulting in LOS E. However, the City of San Diego applies the following thresholds for projects resulting in LOS F: 1) freeways are allowed up to a 0.005 change in V/C or 0.5 mph; 2) roadways are allowed up to a 0.01 change in V/C or 0.5 mph; 3) intersections are allowed a 1.0 second delay; and 4) ramp meters are allowed a 1.0 minute delay.

3.0 Existing Conditions

This section describes the key roadway segments and provides an assessment of roadway performance in terms of operating conditions and LOS under Existing Conditions. Analysis results are summarized by jurisdiction.

3.1 Roadway Network and Volumes

The existing roadway cross-sections are consistent with current roadway lane configurations. The average daily traffic (ADTs) volumes were derived from the SANDAG Series 10 Base Year 2007 traffic model, specially built for the County of San Diego General Plan Update.

3.2 Roadway Performance

Table 3.1 displays existing roadway cross-sections, daily roadway capacity (LOS E) based upon the respective jurisdictional standard, the existing average daily traffic volume (ADT), and the corresponding LOS for the identified key roadway segments by jurisdiction.

TABLE 3.1
ROADWAY LEVEL OF SERVICE BY JURISDICTION
EXISTING CONDITIONS

| Roadway | Segment | Cross-Section | Capacity (LOS E) | ADT | LOS |
|--------------------|---------------------------------------|--------------------------|------------------|--------|-----|
| <i>Carlsbad</i> | | | | | |
| Cannon Rd | I-5 NB Ramps to Paseo Del Norte | 4-lane Major Arterial | 40,000 | 22,200 | C |
| | Paseo Del Norte to Car Country Dr | 4-lane Major Arterial | 40,000 | 8,100 | A |
| | Car Country Dr to Faraday Ave | 4-lane Major Arterial | 40,000 | 14,200 | A |
| | Faraday Ave to El Camino Real | 4-lane Major Arterial | 40,000 | 9,100 | A |
| | El Camino Real to College Blvd | 2-lane Collector w/ CLTL | 15,000 | 9,100 | C |
| | Leisure Village Dr to Shadowridge Dr | 4-lane Major Arterial | 40,000 | 4,100 | A |
| | Shadowridge Dr to Lake Blvd | 4-lane Major Arterial | 40,000 | 9,700 | A |
| | Lake Blvd to Melrose Dr | 4-lane Major Arterial | 40,000 | 15,700 | B |
| | Melrose Dr to Mar Vista Dr | 4-lane Major Arterial | 40,000 | 400 | A |
| <i>Chula Vista</i> | | | | | |
| Heritage Rd | Main Street to Chula Vista City Limit | 6-lane Prime Arterial | 62,500 | 14,800 | A |
| La Media Rd | Telegraph Canyon Rd to Palomar St | 6-lane Prime Arterial | 62,500 | 19,200 | A |
| | Palomar St to Olympic Pkwy | 6-lane Prime Arterial | 62,500 | 3,900 | A |
| | Olympic Pkwy to Santa Venetia St | 6-lane Prime Arterial | 62,500 | 1,200 | A |
| | Santa Venetia St to Birch Rd | 6-lane Prime Arterial | 62,500 | 1,900 | A |

TABLE 3.1 (Continued)
ROADWAY LEVEL OF SERVICE BY JURISDICTION
EXISTING CONDITIONS

| Roadway | Segment | Cross-Section | Capacity (LOS E) | ADT | LOS |
|-------------------|---|---------------------------------|------------------|--------|-----|
| Proctor Valley Rd | Northwoods Dr to Chula Vista City Limit | 2-lane Class III Collector | 9,400 | 700 | A |
| Otay Lakes Rd | Wueste Rd to Chula Vista City Limit | 2-lane Class III Collector | 9,400 | 3,200 | A |
| Willow St | Sweetwater Rd to Bonita Rd | 2-lane Class III Collector | 9,400 | 17,000 | F |
| Bonita Rd | Bonita Glen Dr to I-805 SB Ramps | 4-lane Major Street | 37,500 | 34,300 | E |
| | I-805 SB Ramps to I-805 NB Ramps | 4-lane Major Street | 37,500 | 54,000 | F |
| | I-805 NB Ramps to Plaza Bonita Rd | 4-lane Major Street | 37,500 | 42,400 | F |
| | Plaza Bonita Rd to Willow St | 4-lane Major Street | 37,500 | 30,300 | D |
| | Willow St to Chula Vista City Limit | 4-lane Major Street | 37,500 | 32,500 | D |
| <i>Del Mar</i> | | | | | |
| Via de la Valle | Highway 101 to Jimmy Durante Blvd | 4-lane Major Arterial | 40,000 | 24,300 | C |
| <i>El Cajon</i> | | | | | |
| Jamacha Rd | Main St to Granite Hill Dr | 4-lane Major Arterial | 40,000 | 35,000 | E |
| | Granite Hill Dr to Grove Rd | 4-lane Major Arterial | 40,000 | 28,000 | C |
| Washington Ave | El Cajon Blvd to 1 st St | 4-lane Major Arterial | 40,000 | 24,500 | C |
| | 1 st St to Jamacha Rd | 4-lane Major Arterial | 40,000 | 22,000 | C |
| | Jamacha Rd to 3 rd St | 4-lane Major Arterial | 40,000 | 14,000 | A |
| | 3 rd St to Wichita Ave | 4-lane Major Arterial | 40,000 | 16,400 | B |
| | Wichita Ave to Granite Hill Dr | 4-lane Major Arterial | 40,000 | 12,400 | A |
| Main St | Magnolia Ave to Ballantyne St | 4-lane Major Arterial | 40,000 | 14,600 | A |
| | Ballantyne St to Mollison Ave | 4-lane Major Arterial | 40,000 | 15,500 | B |
| | Mollison Ave to 1 st St | 4-lane Major Arterial | 40,000 | 19,600 | B |
| | 1 st St to Orlando St | 4-lane Major Arterial | 40,000 | 16,500 | B |
| | Orlando St to Madison Ave | 4-lane Major Arterial | 40,000 | 20,400 | B |
| | Madison Ave to I-8 EB Ramps | 4-lane Major Arterial | 40,000 | 11,700 | A |
| Avocado Blvd | Main St to Washington Ave | 4-lane Collector (no center ln) | 15,000 | 10,600 | D |
| | Washington Ave to Chase Ave | 4-lane Collector (no center ln) | 15,000 | 17,300 | F |
| Bradley Ave | Cuyamaca St to Marshall Ave | 4-lane Major Arterial | 40,000 | 9,300 | A |
| | Marshall Ave to Johnson Ave | 4-lane Major Arterial | 40,000 | 20,800 | B |
| | Johnson Ave to Magnolia Ave | 4-lane Major Arterial | 40,000 | 15,900 | B |
| | Magnolia Ave to Graves Ave | 2-lane Collector | 10,000 | 19,000 | F |
| | Graves Ave to 1 st St | 2-lane Collector | 10,000 | 12,600 | F |

TABLE 3.1 (Continued)
ROADWAY LEVEL OF SERVICE BY JURISDICTION
EXISTING CONDITIONS

| Roadway | Segment | Cross-Section | Capacity (LOS E) | ADT | LOS |
|---------------------|---|-----------------------------------|------------------|--------|-------|
| 2 nd St | Pepper Dr to Persimmon Ave | 4-lane Major Arterial | 40,000 | 24,300 | C |
| | Persimmon Ave to Broadway | 4-lane Major Arterial | 40,000 | 32,000 | D |
| | Broadway to I-8 WB Ramps | 4-lane Major Arterial | 40,000 | 33,500 | D |
| | I-8 WB Ramps to Main St | 6-lane Major Arterial | 50,000 | 40,500 | D |
| Chase Ave | El Cajon Blvd to Mollison Ave | 4-lane Major Arterial | 40,000 | 24,400 | C |
| | Mollison Ave to Rancho Valle Ct | 4-lane Major Arterial | 40,000 | 18,400 | B |
| Greenfield Dr | I-8 EB Ramps to Bermuda Ln | 2-lane Collector | 10,000 | 24,500 | F |
| | Bermuda Ln to La Cresta Rd | 2-lane Collector | 10,000 | 21,000 | F |
| | La Cresta Rd to Madison Ave | 2-lane Collector | 10,000 | 10,400 | F |
| | Madison Ave to Vista Del Escuela | 2-lane Collector w/ CLTL | 15,000 | 2,600 | A |
| | Vista Del Escuela to Orchard Ave | 2-lane Collector w/ CLTL | 15,000 | 500 | A |
| <i>Encinitas</i> | | | | | |
| El Camino Real | Encinitas Blvd to Santa Fe Dr | 6-lane Prime Arterial | 57,000 | 37,100 | A - C |
| | Santa Fe Dr to Manchester Ave | 4-lane Major Arterial - Augmented | 45,400 | 26,500 | A - C |
| El Camino Del Norte | Rancho Santa Fe Rd to Eastern City Limit | 2-lane Local Roadway | 14,000 | 7,300 | A - C |
| Encinitas Blvd | El Camino Real to Manchester Ave | 4-lane Major Roadway | 35,200 | 36,200 | F |
| Manchester Ave | I-5 NB Ramps to El Camino Real | 4-lane Major Roadway - Augmented | 45,400 | 31,600 | A - C |
| | El Camino Real to Encinitas Blvd | 2-lane Local Roadway | 14,000 | 8,300 | A - C |
| Rancho Santa Fe Rd | Manchester Ave to Eastern City Limit | 2-lane Local Roadway - Augmented | 20,000 | 22,700 | F |
| <i>Escondido</i> | | | | | |
| Centre City Pkwy | Country Club Ln to El Norte Pkwy | 4-lane Major Road | 37,000 | 15,400 | B |
| | El Norte Pkwy to SR-78 WB Ramps | 4-lane Major Road | 37,000 | 29,200 | C |
| | SR-78 WB Ramps to Mission Ave | 4-lane Major Road | 37,000 | 34,500 | E |
| | Mission Ave to Washington Ave | 4-lane Major Road | 37,000 | 24,900 | C |
| | Washington Ave to 5 th Ave | 4-lane Major Road | 37,000 | 23,800 | B |
| | 5 th Ave to 13 th Ave | 4-lane Major Road | 37,000 | 26,100 | C |
| | 13 th Ave to Felicita Ave | 4-lane Major Road | 37,000 | 23,900 | B |
| | Felicita Ave to Centre City Rd | 4-lane Major Road | 37,000 | 30,000 | Mid D |

TABLE 3.1 (Continued)
ROADWAY LEVEL OF SERVICE BY JURISDICTION
EXISTING CONDITIONS

| Roadway | Segment | Cross-Section | Capacity (LOS E) | ADT | LOS |
|----------------------------------|---------------------------------------|------------------------|------------------|--------|-------|
| Centre City Pkwy | Centre City Rd to Brotherton Rd | 4-lane Major Road | 37,000 | 39,400 | F |
| | Brotherton Rd to Citracado Pkwy | 4-lane Major Road | 37,000 | 32,600 | D- |
| Felicia Ave/17 th Ave | San Pasqual Valley Rd to Juniper St | 2-lane Local Collector | 15,000 | 13,900 | E |
| | Juniper St to Escondido Blvd | 2-lane Local Collector | 15,000 | 18,200 | F |
| | Escondido Blvd to Centre City Pkwy | 4-lane Collector | 34,200 | 27,000 | C |
| | Centre City Pkwy to Quince St | 2-lane Local Collector | 15,000 | 23,600 | F |
| | Quince St to Citracado Pkwy | 2-lane Local Collector | 15,000 | 14,500 | E |
| Via Rancho Pkwy | Felicia Ave to Quiet Hills Dr | 4-lane Major Road | 37,000 | 15,900 | B |
| | Quiet Hills Dr to I-15 SB Ramps | 6-lane Major Road | 50,000 | 16,800 | B |
| | I-15 SB Ramps to I-15 NB Ramps | 6-lane Prime Arterial | 60,000 | 34,100 | C |
| | I-15 NB Ramps to San Pasqual Rd | 6-lane Prime Arterial | 60,000 | 32,800 | C |
| Bear Valley Pkwy | San Pasqual Rd to Mary Ln | 4-lane Major Road | 37,000 | 27,900 | C |
| | Mary Ln to Las Palmas Ave | 4-lane Major Road | 37,000 | 23,000 | B |
| | Las Palmas Ave to Sunset Dr | 2-lane Local Collector | 15,000 | 23,200 | F |
| | Sunset Dr to El Dorado Dr | 2-lane Local Collector | 15,000 | 18,800 | F |
| | El Dorado Dr to San Pasqual Valley Rd | 2-lane Local Collector | 15,000 | 27,300 | F |
| | San Pasqual Valley Rd to Boyle Ave | 2-lane Local Collector | 15,000 | 22,600 | F |
| | Boyle Ave to Hayden Dr | 4-lane Major Road | 37,000 | 18,000 | B |
| | Hayden Dr to Valley Pkwy | 2-lane Local Collector | 15,000 | 17,300 | F |
| Valley Pkwy | Bear Valley Pkwy to Wanek Rd | 4-lane Major Road | 37,000 | 29,800 | Mid D |
| | Wanek Rd to Washington Ave | 4-lane Major Road | 37,000 | 26,000 | C |
| | Washington Ave to Lake Wohlford Rd | 2-lane Local Collector | 15,000 | 34,200 | F |
| San Pasqual Valley Rd | Washington Ave to Birch Ave | 2-lane Local Collector | 15,000 | 21,200 | F |
| San Pasqual Rd | Bear Valley Pkwy to Ryan Dr | 4-lane Major Road | 37,000 | 11,300 | A |
| Broadway | North Ave to Country Club Ln | 4-lane Collector | 34,200 | 6,100 | A |
| | Country Club Ln to Bahia Ln | 2-lane Local Collector | 15,000 | 9,000 | C |
| | Bahia Ln to El Norte Pkwy | 4-lane Collector | 34,200 | 15,900 | B |
| La Mesa | | | | | |
| Bancroft Dr | Grossmont Blvd to Campo Rd | 2-lane Collector | 10,000 | 7,800 | D |
| | Campo Rd to SR-94 WB Ramps | 2-lane Collector | 10,000 | 11,600 | F |
| Lemon Ave | La Mesa Blvd to Jackson Dr | 2-lane Collector | 10,000 | 1,700 | A |

TABLE 3.1 (Continued)
ROADWAY LEVEL OF SERVICE BY JURISDICTION
EXISTING CONDITIONS

| Roadway | Segment | Cross-Section | Capacity (LOS E) | ADT | LOS |
|----------------------|---------------------------------------|---------------------------------|------------------|--------|-----|
| Lemon Ave | Jackson Dr to Marguerita Ln | 2-lane Collector | 10,000 | 12,400 | F |
| | Marguerita Ln to Alto Dr | 2-lane Collector | 10,000 | 7,700 | D |
| | Alto Dr to Lake Helix Dr | 2-lane Collector | 10,000 | 4,500 | B |
| | Lake Helix Dr to Fuerte Dr | 2-lane Collector | 10,000 | 1,500 | A |
| Fuerte Dr | Grossmont Dr to Avocado Blvd | 2-lane Collector | 10,000 | 15,700 | F |
| Campo Rd | SR-125 to Bancroft Dr | 2-lane Collector | 10,000 | 10,000 | F |
| | Bancroft Dr to Camino Paz | 2-lane Collector | 10,000 | 17,000 | F |
| | Camino Paz to Kenwood Rd | 2-lane Collector | 10,000 | 12,000 | F |
| | Kenwood Rd to Conrad Dr | 4-lane Collector (no center ln) | 15,000 | 42,500 | F |
| | Conrad Dr to Granada Ave | 4-lane Collector (no center ln) | 15,000 | 20,300 | F |
| | Granada Ave to Sweetwater Spring Blvd | 4-lane Collector (no center ln) | 15,000 | 13,100 | E |
| <i>Lemon Grove</i> | | | | | |
| Troy St | Palm St to Sweetwater Rd | 4-lane Collector | 30,000 | 9,000 | A |
| Sweetwater Rd | Broadway to Tyler St | 4-lane Collector (no center ln) | 15,000 | 18,000 | F |
| | Tyler St to Jamacha Rd | 4-lane Collector | 30,000 | 17,000 | C |
| <i>National City</i> | | | | | |
| 30th St | National City Blvd to Highland Ave | 4-lane Major Arterial | 40,000 | 7,000 | A |
| | Highland Ave to N 2nd Ave | 4-lane Major Arterial | 40,000 | 29,000 | C |
| Euclid Ave | Plaza Blvd to Sweetwater Rd | 4-lane Collector (no center ln) | 15,000 | 8,500 | C |
| Plaza Blvd | National City Blvd to Highland Ave | 4-lane Collector (no center ln) | 15,000 | 11,300 | D |
| | Highland Ave to Euclid Ave | 4-lane Major Arterial | 40,000 | 23,600 | C |
| <i>Oceanside</i> | | | | | |
| Melrose Dr | SR-76 to Old Ranch Rd | 6-lane Major Arterial | 50,000 | 9,500 | A |
| | Old Ranch Rd to Spur Ave | 4-lane Major Arterial | 40,000 | 2,300 | A |
| | Santa Fe Ave to Sagewood Rd | 4-lane Major Arterial | 40,000 | 11,700 | A |
| | Sagewood Rd to Oceanside Blvd | 4-lane Major Arterial | 40,000 | 13,300 | A |
| North Santa Fe Ave | SR-76 to Melrose Dr | 4-lane Major Arterial | 40,000 | 23,100 | A |
| <i>Poway</i> | | | | | |
| Poway Rd | Spring Hurst Dr to Iola Way | 6-lane Major Arterial | 50,000 | 36,900 | C |
| | Iola Way to Oak Knoll Rd | 4-lane Major Arterial | 40,000 | 27,300 | C |
| | Oak Knoll Rd to Pomerado Rd | 4-lane Major Arterial | 40,000 | 36,000 | E |

TABLE 3.1 (Continued)
ROADWAY LEVEL OF SERVICE BY JURISDICTION
EXISTING CONDITIONS

| Roadway | Segment | Cross-Section | Capacity (LOS E) | ADT | LOS |
|--------------------|-------------------------------------|------------------------------------|------------------|--------|-----|
| Poway Rd | Pomerado Rd to Carriage Rd | 4-lane Major Arterial | 40,000 | 33,500 | D |
| | Carriage Rd to Community Rd | 4-lane Major Arterial | 40,000 | 36,500 | E |
| | Community Rd to Midland Rd | 5-lane Major Arterial | 45,000 | 35,400 | D |
| | Midland Rd to Ann O Reno Ln | 4-lane Major Arterial | 40,000 | 24,500 | C |
| | Ann O Reno Ln to Garden Rd | 4-lane Major Arterial | 40,000 | 12,500 | A |
| | Garden Rd to Silver Ridge Rd | 2-lane Collector w/ CLTL | 15,000 | 17,000 | F |
| | Silver Ridge Rd to Espola Rd | 2-lane Collector w/ CLTL | 15,000 | 12,900 | D |
| | Espola Rd to SR-67 | 2-lane Collector | 10,000 | 18,800 | F |
| Scripps Poway Pkwy | Springbrook Dr to Community Rd | 6-lane Prime Arterial | 60,000 | 49,400 | C |
| | Community Rd to Danielson St | 6-lane Prime Arterial | 60,000 | 19,600 | A |
| | Danielson St to SR-67 | 4-lane Major Arterial | 40,000 | 19,200 | B |
| Twin Peaks Rd | Pomerado Rd to Ted William Pkwy | 4-lane Major Arterial | 40,000 | 37,700 | E |
| | Ted William Pkwy to Community Rd | 4-lane Major Arterial | 40,000 | 44,000 | F |
| | Community Rd to Tierra Bonita Rd | 4-lane Major Arterial | 40,000 | 29,000 | C |
| | Tierra Bonita Rd to Espola Rd | 4-lane Major Arterial | 40,000 | 24,200 | C |
| Espola Rd | Twin Peaks to Poway Rd | 2-lane Collector | 10,000 | 18,000 | F |
| Ted Williams Pkwy | Highland Ranch Rd to Pomerado Rd | 6-lane Prime Arterial | 60,000 | 31,200 | B |
| | Pomerado Rd to Twin Peaks Rd | 4-lane Major Arterial | 40,000 | 18,800 | B |
| San Diego | | | | | |
| Camino del Norte | Camino San Bernardo to I-15 | 6-lane Prime Arterial | 60,000 | 35,900 | C |
| Rancho Bernardo Rd | Via Del Campo to W. Bernardo Dr | 4-lane Major Arterial | 40,000 | 23,700 | C |
| | W. Bernardo Dr to I-15 | 4-lane Major Arterial | 40,000 | 47,400 | F |
| Scripps Poway Pkwy | I-15 to Spring Canyon Rd | 6-lane Prime Arterial | 60,000 | 52,900 | D |
| | Spring Canyon Rd to Springbrook Dr | 4-lane Major Arterial | 40,000 | 25,900 | C |
| Via de la Valle | Jimmy Durante Blvd to I-15 NB Ramps | 4-lane Major Arterial | 40,000 | 31,200 | D |
| | I-15 NB Ramps to San Andres Dr | 4-lane Major Arterial | 40,000 | 37,700 | E |
| | San Andres Dr to El Camino Real | 2-lane Collector | 10,000 | 22,500 | F |
| Airway Rd | Michael Faraday Dr to SR-905 | 2-lane Collector | 9,000 | 6,600 | C |
| Siempre Viva Rd | La Media Rd to SR-905 | 6-lane Major Arterial ¹ | 50,000 | 10,900 | A |
| | SR-905 to Enrico Fermi Dr | 4-lane Major Arterial | 40,000 | 19,400 | B |

TABLE 3.1 (Continued)
ROADWAY LEVEL OF SERVICE BY JURISDICTION
EXISTING CONDITIONS

| Roadway | Segment | Cross-Section | Capacity (LOS E) | ADT | LOS |
|---------------------|--------------------------------------|---------------------------|------------------|--------|-----|
| San Marcos | | | | | |
| Las Posas Rd | Borden Rd to Avenida Azul | 4-lane Major Arterial | 40,000 | 6,300 | A |
| | Avenida Azul to Mission Rd | 6-lane Major Arterial | 50,000 | 8,900 | A |
| | Mission Rd to SR-78 WB Ramps | 6-lane Major Arterial | 50,000 | 24,300 | B |
| | SR-78 WB Ramps to Grand Ave | 6-lane Major Arterial | 50,000 | 37,700 | D |
| | Grand Ave to Vista Dr | 4-lane Secondary Arterial | 30,000 | 15,900 | C |
| | Vista Dr to Stone Dr | 4-lane Secondary Arterial | 30,000 | 12,100 | B |
| | Stone Dr to San Marcos Blvd | 4-lane Secondary Arterial | 30,000 | 9,900 | A |
| Twin Oaks Valley Rd | Deer Springs Rd to Buena Creek Rd | 2-lane Collector | 15,000 | 16,800 | F |
| | Buena Creek Rd to Olive St | 2-lane Collector | 15,000 | 11,800 | D |
| La Cieniega Rd | Twin Oak Valley Rd to Mulberry Dr | 2-lane Collector | 15,000 | 5,100 | B |
| Mulberry Dr | Olive St to La Cieniega Rd | 2-lane Collector | 15,000 | 1,800 | A |
| Santee | | | | | |
| Mast Blvd | Medina Dr to Halberns Blvd | 4-lane Major Arterial | 40,000 | 21,000 | C |
| | Halberns Blvd to Shirley Garden | 4-lane Major Arterial | 40,000 | 22,000 | C |
| | Shirley Garden to Magnolia Ave | 4-lane Secondary Arterial | 30,000 | 21,700 | D |
| | Magnolia Ave to Los Ranchitos Rd | 2-lane Collector | 10,000 | 7,300 | C |
| | west of Pine Grove | 4-lane Major Arterial | 40,000 | 5,000 | A |
| | Pine Grove to Riverford Rd | 4-lane Major Arterial | 40,000 | 7,000 | A |
| El Nopal | Cuyamaca St to Magnolia Ave | 2-lane Collector | 10,000 | 4,500 | B |
| | Magnolia Ave to Aquila Dr | 2-lane Collector w/ CLTL | 15,000 | 8,900 | C |
| Woodside Ave | Magnolia Ave to SR-67 | 4-lane Major Arterial | 40,000 | 32,000 | D |
| | SR-67 to Shadow Hill Rd | 2-lane Collector w/ CLTL | 15,000 | 16,000 | F |
| | Shadow Hill Rd to Northcode Rd | 2-lane Collector w/ CLTL | 15,000 | 7,000 | C |
| | Northcode Rd to Security Way | 2-lane Collector | 10,000 | 5,000 | B |
| | Security Way to SR-67 | 2-lane Collector | 10,000 | 10,000 | F |
| | SR-67 to Riverford Rd | 2-lane Collector | 10,000 | 21,800 | F |
| Solana Beach | | | | | |
| Highway 101 | Ocean St to Lomas Santa Fe Dr | 4-lane Major Arterial | 40,000 | 29,900 | C |
| | Lomas Santa Fe Dr to Via De la Valle | 4-lane Major Arterial | 40,000 | 19,900 | B |
| Lomas Santa Fe Dr | Highway 101 to Stevens Ave | 4-lane Major Arterial | 40,000 | 11,900 | A |

TABLE 3.1 (Continued)
ROADWAY LEVEL OF SERVICE BY JURISDICTION
EXISTING CONDITIONS

| Roadway | Segment | Cross-Section | Capacity (LOS E) | ADT | LOS |
|-------------------|-----------------------------------|---------------------------------|------------------|--------|-----|
| Lomas Santa Fe Dr | Stevens Ave to Solana Hills Dr | 4-lane Major Arterial | 40,000 | 17,800 | B |
| | Solana Hills Dr to I-5 SB Ramps | 4-lane Major Arterial | 40,000 | 31,700 | D |
| | I-5 SB Ramps to Via Mil Cumbres | 4-lane Major Arterial | 40,000 | 28,300 | C |
| | Via Mil Cumbres to Highland Dr | 4-lane Major Arterial | 40,000 | 8,900 | A |
| Steven Ave | Lomas Santa Fe Dr to Academy Dr | 4-lane Collector | 30,000 | 13,000 | B |
| | Academy Dr to La Colonia Park | 2-lane Collector | 10,000 | 11,900 | F |
| | La Colonia Park to Nardo Ave | 4-lane Collector | 30,000 | 11,900 | B |
| | Nardo Ave to Valley Ave | 4-lane Collector | 30,000 | 11,000 | B |
| Valley Ave | Stevens Ave to Via De la Valle | 4-lane Collector (no center ln) | 15,000 | 13,000 | F |
| Highland Dr | El Camino Real to San Andres Dr | 2-lane Collector | 10,000 | 5,000 | B |
| <i>Vista</i> | | | | | |
| Sycamore Ave | SR-78 EB Ramps to Hibiscus Way | 6-Lane Prime Arterial | 60,000 | 48,900 | D |
| Monte Vista Dr | South Santa Fe Ave to Cypress Ave | 2-lane Light Collector | 8,800 | 8,700 | E |
| | Cypress Ave to Foothill Dr | 2-lane Light Collector | 8,800 | 4,800 | A |

Source: Wilson & Company; January 2009

Notes:

Bold letters indicate substandard LOS.

CLTL = Continuous left-turn lane.

¹ The segment of Siempre Viva Road between La Media Road and Avenida Costa Brava/Melksee Street is not currently constructed to a 6-lane major arterial, and would have a LOS E capacity of 22,500 ADT, resulting in an acceptable LOS B along this segment.

Table 3.2 summarizes the results shown in Table 3.1 by identifying the total number of key roadway segments that are currently operating at substandard LOS E or F (Chula Vista includes LOS D & Escondido includes LOS D-) under Existing conditions. As shown in the table, a total of 56 out of 196 analyzed roadway segments in the adjacent incorporated jurisdictions are currently operating at substandard LOS.

TABLE 3.2
SUMMARY OF ROADWAY SEGMENTS OPERATING AT SUBSTANDARD LOS
EXISTING CONDITIONS

| Jurisdiction | Total Number Analyzed | Number of Deficient Roadway Segments |
|---------------|-----------------------|--------------------------------------|
| Carlsbad | 9 | 0 |
| Chula Vista | 13 | 6 |
| Del Mar | 1 | 0 |
| El Cajon | 31 | 7 |
| Encinitas | 7 | 2 |
| Escondido | 35 | 14 |
| La Mesa | 14 | 9 |
| Lemon Grove | 3 | 1 |
| National City | 5 | 0 |
| Oceanside | 5 | 0 |
| Poway | 21 | 7 |
| San Diego | 11 | 3 |
| San Marcos | 11 | 1 |
| Santee | 14 | 3 |
| Solana Beach | 13 | 2 |
| Vista | 3 | 1 |
| Total | 196 | 56 |

Source: Wilson & Company; January 2009

4.0 Future Traffic Conditions

This section describes the future year classifications for the key roadway segments within the adjacent incorporated jurisdictions, along with an assessment of roadway performance in terms of operating conditions and LOS under buildup of the existing County of San Diego General Plan and proposed General Plan Update (Referral Map). Analysis results are summarized by jurisdiction.

4.1 Existing County of San Diego General Plan

The existing County of San Diego General Plan represents the no-project condition, and includes land uses and roadway network characteristics within the unincorporated County consistent with the currently adopted County Circulation Element.

4.1.1 Roadway Network and Volumes

The future year roadway classifications within the adjacent incorporated jurisdictions were derived from the circulation elements of the respective jurisdictions. The average daily traffic volumes were derived from the SANDAG Series 10 County of San Diego General Plan Update “Existing General Plan” traffic forecast.

4.1.2 Roadway Performance

Table 4.1 displays the future year roadway classifications within the adjacent incorporated jurisdictions, the roadway capacity (LOS E) based upon the respective jurisdictional standard, the 2030 forecast average daily traffic volume, and the corresponding LOS assuming buildup of the Existing County of San Diego General Plan.

TABLE 4.1
2030 FORECAST ROADWAY LEVEL OF SERVICE BY JURISDICTION
EXISTING COUNTY OF SAN DIEGO GENERAL PLAN

| Roadway | Segment | Classification | Capacity (LOS E) | ADT | LOS |
|-----------------|--------------------------------------|-----------------------|------------------|--------|-----|
| <i>Carlsbad</i> | | | | | |
| Cannon Rd | I-5 NB Ramps to Paseo Del Norte | 4-lane Major Arterial | 40,000 | 27,300 | C |
| | Paseo Del Norte to Car Country Dr | 4-lane Major Arterial | 40,000 | 14,400 | A |
| | Car Country Dr to Faraday Ave | 4-lane Major Arterial | 40,000 | 28,100 | C |
| | Faraday Ave to El Camino Real | 4-lane Major Arterial | 40,000 | 22,200 | C |
| | El Camino Real to College Blvd | 4-lane Major Arterial | 40,000 | 17,800 | B |
| | Leisure Village Dr to Shadowridge Dr | 4-lane Major Arterial | 40,000 | 22,800 | C |
| | Shadowridge Dr to Lake Blvd | 4-lane Major Arterial | 40,000 | 19,900 | B |
| | Lake Blvd to Melrose Dr | 4-lane Major Arterial | 40,000 | 23,900 | C |
| | Melrose Dr to Mar Vista Dr | 4-lane Major Arterial | 40,000 | 7,900 | A |

TABLE 4.1 (Continued)
2030 FORECAST ROADWAY LEVEL OF SERVICE BY JURISDICTION
EXISTING COUNTY OF SAN DIEGO GENERAL PLAN

| Roadway | Segment | Classification | Capacity (LOS E) | ADT | LOS |
|--------------------|---|-----------------------|------------------|--------|-----|
| <i>Chula Vista</i> | | | | | |
| Heritage Rd | Main Street to Chula Vista City Limit | 6-lane Prime Arterial | 62,500 | 23,700 | A |
| La Media Rd | Telegraph Canyon Rd to Palomar St | 6-lane Prime Arterial | 62,500 | 26,700 | A |
| | Palomar St to Olympic Pkwy | 6-lane Prime Arterial | 62,500 | 12,500 | A |
| | Olympic Pkwy to Santa Venetia St | 6-lane Prime Arterial | 62,500 | 18,100 | A |
| | Santa Venetia St to Birch Rd | 6-lane Prime Arterial | 62,500 | 22,200 | A |
| Proctor Valley Rd | Northwoods Dr to Chula Vista City Limit | 4-lane Major Street | 37,500 | 8,400 | A |
| Otay Lakes Rd | Wueste Rd to Chula Vista City Limit | 6-lane Prime Arterial | 62,500 | 27,200 | A |
| Willow St | Sweetwater Rd to Bonita Rd | 4-lane Major Street | 37,500 | 17,800 | A |
| Bonita Rd | Bonita Glen Dr to I-805 SB Ramps | 4-lane Major Street | 37,500 | 37,700 | F |
| | I-805 SB Ramps to I-805 NB Ramps | 4-lane Major Street | 37,500 | 55,300 | F |
| | I-805 NB Ramps to Plaza Bonita Rd | 4-lane Major Street | 37,500 | 43,200 | F |
| | Plaza Bonita Rd to Willow St | 4-lane Major Street | 37,500 | 34,100 | E |
| | Willow St to Chula Vista City Limit | 4-lane Major Street | 37,500 | 34,100 | E |
| <i>Del Mar</i> | | | | | |
| Via de la Valle | Highway 101 to Jimmy Durante Blvd | 4-lane Major Arterial | 40,000 | 25,300 | C |
| <i>El Cajon</i> | | | | | |
| Jamacha Rd | Main St to Granite Hill Dr | 4-lane Major Arterial | 40,000 | 38,000 | E |
| | Granite Hill Dr to Grove Rd | 4-lane Major Arterial | 40,000 | 30,000 | D |
| Washington Ave | El Cajon Blvd to 1 st St | 4-lane Major Arterial | 40,000 | 25,800 | C |
| | 1 st St to Jamacha Rd | 4-lane Major Arterial | 40,000 | 23,000 | C |
| | Jamacha Rd to 3 rd St | 4-lane Major Arterial | 40,000 | 19,900 | B |
| | 3 rd St to Wichita Ave | 4-lane Major Arterial | 40,000 | 19,800 | B |
| | Wichita Ave to Granite Hill Dr | 4-lane Major Arterial | 40,000 | 15,600 | B |
| | Magnolia Ave to Ballantyne St | 4-lane Major Arterial | 40,000 | 14,800 | A |
| Main St | Ballantyne St to Mollison Ave | 4-lane Major Arterial | 40,000 | 18,300 | B |
| | Mollison Ave to 1 st St | 4-lane Major Arterial | 40,000 | 23,500 | C |
| | 1 st St to Orlando St | 4-lane Major Arterial | 40,000 | 17,600 | B |
| | Orlando St to Madison Ave | 4-lane Major Arterial | 40,000 | 22,800 | C |
| | Madison Ave to I-8 EB Ramps | 4-lane Major Arterial | 40,000 | 13,300 | A |
| | Main St to Washington Ave | 4-lane Major Arterial | 40,000 | 17,900 | B |

TABLE 4.1 (Continued)
2030 FORECAST ROADWAY LEVEL OF SERVICE BY JURISDICTION
EXISTING COUNTY OF SAN DIEGO GENERAL PLAN

| Roadway | Segment | Classification | Capacity (LOS E) | ADT | LOS |
|---------------------|--|----------------------------------|------------------|--------|-------|
| Avocado Blvd | Washington Ave to Chase Ave | 4-lane Major Arterial | 40,000 | 18,600 | B |
| Bradley Ave | Cuyamaca St to Marshall Ave | 4-lane Major Arterial | 40,000 | 11,600 | A |
| | Marshall Ave to Johnson Ave | 4-lane Major Arterial | 40,000 | 22,200 | C |
| | Johnson Ave to Magnolia Ave | 4-lane Major Arterial | 40,000 | 18,000 | B |
| | Magnolia Ave to Graves Ave | 4-lane Major Arterial | 40,000 | 25,100 | C |
| | Graves Ave to 1 st St | 4-lane Major Arterial | 40,000 | 30,100 | D |
| | Pepper Dr to Persimmon Ave | 4-lane Major Arterial | 40,000 | 26,400 | C |
| 2 nd St | Persimmon Ave to Broadway | 4-lane Major Arterial | 40,000 | 39,000 | E |
| | Broadway to I-8 WB Ramps | 4-lane Major Arterial | 40,000 | 34,700 | D |
| | I-8 WB Ramps to Main St | 6-lane Major Arterial | 50,000 | 41,400 | D |
| | El Cajon Blvd to Mollison Ave | 4-lane Major Arterial | 40,000 | 26,800 | C |
| Chase Ave | Mollison Ave to Rancho Valle Ct | 4-lane Major Arterial | 40,000 | 21,000 | C |
| | I-8 EB Ramps to Bermuda Ln | 4-lane Collector | 30,000 | 27,500 | E |
| Greenfield Dr | Bermuda Ln to La Cresta Rd | 4-lane Collector | 30,000 | 25,000 | E |
| | La Cresta Rd to Madison Ave | 4-lane Collector | 30,000 | 10,500 | B |
| | Madison Ave to Vista Del Escuela | 4-lane Collector | 30,000 | 2,800 | A |
| | Vista Del Escuela to Orchard Ave | 4-lane Collector | 30,000 | 500 | A |
| <i>Encinitas</i> | | | | | |
| El Camino Real | Encinitas Blvd to Santa Fe Dr | 6-lane Prime Arterial | 57,000 | 38,000 | A-C |
| | Santa Fe Dr to Manchester Ave | 6-lane Prime Arterial | 57,000 | 27,700 | A-C |
| El Camino Del Norte | Rancho Santa Fe Rd to Eastern City Limit | 2-lane Local Roadway - Augmented | 20,000 | 10,000 | A-C |
| Encinitas Blvd | El Camino Real to Manchester Ave | 4-lane Major Roadway | 35,200 | 36,700 | F |
| Manchester Ave | I-5 NB Ramps to El Camino Real | 6-lane Prime Arterial | 57,000 | 33,800 | A-C |
| | El Camino Real to Encinitas Blvd | 2-lane Local Roadway - Augmented | 20,000 | 11,800 | A-C |
| Rancho Santa Fe Rd | Manchester Ave to Eastern City Limit | 2-lane Local Roadway - Augmented | 20,000 | 23,000 | F |
| <i>Escondido</i> | | | | | |
| Centre City Pkwy | Country Club Ln to El Norte Pkwy | 4-lane Major Road | 37,000 | 24,100 | B |
| | El Norte Pkwy to SR-78 WB Ramps | 4-lane Major Road | 37,000 | 30,700 | Mid D |
| | SR-78 WB Ramps to Mission Ave | 6-lane Major Road | 50,000 | 46,700 | E |

TABLE 4.1 (Continued)
2030 FORECAST ROADWAY LEVEL OF SERVICE BY JURISDICTION
EXISTING COUNTY OF SAN DIEGO GENERAL PLAN

| Roadway | Segment | Classification | Capacity (LOS E) | ADT | LOS |
|-----------------------------------|---|-----------------------|------------------|--------|-------|
| Centre City Pkwy | Mission Ave to Washington Ave | 6-lane Major Road | 50,000 | 27,800 | C |
| | Washington Ave to 5 th Ave | 4-lane Major Road | 37,000 | 25,200 | C |
| | 5 th Ave to 13 th Ave | 4-lane Major Road | 37,000 | 26,300 | C |
| | 13 th Ave to Felicita Ave | 4-lane Major Road | 37,000 | 27,300 | C |
| | Felicita Ave to Centre City Rd | 4-lane Major Road | 37,000 | 31,000 | Mid D |
| | Centre City Rd to Brotherton Rd | 4-lane Major Road | 37,000 | 43,100 | F |
| | Brotherton Rd to Citracado Pkwy | 4-lane Major Road | 37,000 | 34,000 | E |
| Felicita Ave/17 th Ave | San Pasqual Valley Rd to Juniper St | 4-lane Collector | 34,200 | 15,700 | B |
| | Juniper St to Escondido Blvd | 4-lane Collector | 34,200 | 31,000 | E |
| | Escondido Blvd to Centre City Pkwy | 4-lane Collector | 34,200 | 29,900 | D- |
| | Centre City Pkwy to Quince St | 4-lane Collector | 34,200 | 26,300 | C |
| | Quince St to Citracado Pkwy | 4-lane Collector | 34,200 | 18,300 | B |
| Via Rancho Pkwy | Felicita Ave to Quiet Hills Dr | 4-lane Major Road | 37,000 | 22,200 | B |
| | Quiet Hills Dr to I-15 SB Ramps | 6-lane Major Road | 50,000 | 26,000 | C |
| | I-15 SB Ramps to I-15 NB Ramps | 6-lane Prime Arterial | 60,000 | 41,000 | C |
| | I-15 NB Ramps to San Pasqual Rd | 6-lane Prime Arterial | 60,000 | 42,300 | Mid D |
| Bear Valley Pkwy | San Pasqual Rd to Mary Ln | 4-lane Major Road | 37,000 | 29,100 | C |
| | Mary Ln to Las Palmas Ave | 4-lane Major Road | 37,000 | 25,600 | C |
| | Las Palmas Ave to Sunset Dr | 4-lane Major Road | 37,000 | 26,300 | C |
| | Sunset Dr to El Dorado Dr | 4-lane Major Road | 37,000 | 25,200 | C |
| | El Dorado Dr to San Pasqual Valley Rd | 4-lane Major Road | 37,000 | 33,200 | D- |
| | San Pasqual Valley Rd to Boyle Ave | 4-lane Major Road | 37,000 | 24,400 | B |
| | Boyle Ave to Hayden Dr | 4-lane Major Road | 37,000 | 19,100 | B |
| | Hayden Dr to Valley Pkwy | 4-lane Major Road | 37,000 | 17,700 | B |
| Valley Pkwy | Bear Valley Pkwy to Wanek Rd | 6-lane Prime Arterial | 60,000 | 30,100 | C |
| | Wanek Rd to Washington Ave | 6-lane Prime Arterial | 60,000 | 25,800 | B |
| | Washington Ave to Lake Wohlford Rd | 8-lane Prime Arterial | 70,000 | 48,000 | C |
| San Pasqual Valley Rd | Washington Ave to Birch Ave | 4-lane Major Road | 37,000 | 22,100 | B |
| San Pasqual Rd | Bear Valley Pkwy to Ryan Dr | 4-lane Major Road | 37,000 | 17,600 | B |
| Broadway | North Ave to Country Club Ln | 4-lane Collector | 34,200 | 21,700 | B |
| | Country Club Ln to Bahia Ln | 4-lane Collector | 34,200 | 14,200 | B |

TABLE 4.1 (Continued)
2030 FORECAST ROADWAY LEVEL OF SERVICE BY JURISDICTION
EXISTING COUNTY OF SAN DIEGO GENERAL PLAN

| Roadway | Segment | Classification | Capacity (LOS E) | ADT | LOS |
|----------------------|---------------------------------------|---------------------------------|------------------|--------|-----|
| Broadway | Bahia Ln to El Norte Pkwy | 4-lane Collector | 34,200 | 22,600 | B |
| <i>La Mesa</i> | | | | | |
| Bancroft Dr | Grossmont Blvd to Campo Rd | 2-lane Collector | 10,000 | 8,000 | D |
| | Campo Rd to SR-94 WB Ramps | 4-lane Collector | 30,000 | 12,300 | B |
| Lemon Ave | La Mesa Blvd to Jackson Dr | 2-lane Collector | 10,000 | 2,300 | A |
| | Jackson Dr to Marguerita Ln | 4-lane Collector | 30,000 | 15,300 | C |
| | Marguerita Ln to Alto Dr | 4-lane Collector | 30,000 | 10,900 | B |
| | Alto Dr to Lake Helix Dr | 4-lane Collector | 30,000 | 6,800 | A |
| | Lake Helix Dr to Fuerte Dr | 4-lane Collector | 30,000 | 3,600 | A |
| Fuerte Dr | Grossmont Dr to Avocado Blvd | 2-lane Collector | 10,000 | 15,800 | F |
| Campo Rd | SR-125 to Bancroft Dr | 4-lane Collector (no center ln) | 15,000 | 10,100 | D |
| | Bancroft Dr to Camino Paz | 4-lane Collector | 30,000 | 17,200 | C |
| | Camino Paz to Kenwood Rd | 4-lane Collector | 30,000 | 12,300 | B |
| | Kenwood Rd to Conrad Dr | 4-lane Collector | 30,000 | 47,900 | F |
| | Conrad Dr to Granada Ave | 4-lane Collector | 30,000 | 22,300 | D |
| | Granada Ave to Sweetwater Spring Blvd | 4-lane Collector | 30,000 | 18,800 | C |
| <i>Lemon Grove</i> | | | | | |
| Troy St | Palm St to Sweetwater Rd | 4-lane Collector | 30,000 | 10,300 | B |
| Sweetwater Rd | Broadway to Tyler St | 4-lane Collector | 30,000 | 18,000 | C |
| | Tyler St to Jamacha Rd | 4-lane Collector | 30,000 | 18,300 | C |
| <i>National City</i> | | | | | |
| 30th St | National City Blvd to Highland Ave | 4-lane Major Arterial | 40,000 | 8,100 | A |
| | Highland Ave to N 2nd Ave | 4-lane Major Arterial | 40,000 | 32,500 | D |
| Euclid Ave | Plaza Blvd to Sweetwater Rd | 4-lane Major Arterial | 40,000 | 10,100 | A |
| Plaza Blvd | National City Blvd to Highland Ave | 4-lane Major Arterial | 40,000 | 15,500 | B |
| | Highland Ave to Euclid Ave | 4-lane Major Arterial | 40,000 | 26,800 | C |
| <i>Oceanside</i> | | | | | |
| Melrose Dr | SR-76 to Old Ranch Rd | 6-lane Major Arterial | 50,000 | 32,000 | B |
| | Old Ranch Rd to Spur Ave | 6-lane Major Arterial | 50,000 | 33,800 | B |
| | Spur Ave to Santa Fe Ave | 6-lane Major Arterial | 50,000 | 36,400 | C |
| | Santa Fe Ave to Sagewood Rd | 6-lane Prime Arterial | 60,000 | 35,600 | A |

TABLE 4.1 (Continued)
2030 FORECAST ROADWAY LEVEL OF SERVICE BY JURISDICTION
EXISTING COUNTY OF SAN DIEGO GENERAL PLAN

| Roadway | Segment | Classification | Capacity (LOS E) | ADT | LOS |
|--------------------|-------------------------------------|---------------------------|------------------|--------|-----|
| Melrose Dr | Sagewood Rd to Oceanside Blvd | 6-lane Prime Arterial | 60,000 | 34,800 | A |
| North Santa Fe Ave | SR-76 to Melrose Dr | 4-lane Major Arterial | 40,000 | 23,800 | A |
| <i>Poway</i> | | | | | |
| Poway Rd | Spring Hurst Dr to Iola Way | 6-lane Major Arterial | 50,000 | 43,300 | D |
| | Iola Way to Oak Knoll Rd | 4-lane Major Arterial | 40,000 | 40,300 | F |
| | Oak Knoll Rd to Pomerado Rd | 4-lane Major Arterial | 40,000 | 39,900 | E |
| | Pomerado Rd to Carriage Rd | 4-lane Major Arterial | 40,000 | 37,800 | E |
| | Carriage Rd to Community Rd | 4-lane Major Arterial | 40,000 | 40,300 | F |
| | Community Rd to Midland Rd | 5-lane Major Arterial | 45,000 | 39,000 | D |
| | Midland Rd to Ann O Reno Ln | 4-lane Major Arterial | 40,000 | 28,200 | C |
| | Ann O Reno Ln to Garden Rd | 4-lane Major Arterial | 40,000 | 18,600 | B |
| | Garden Rd to Silver Ridge Rd | 2-lane Collector w/ CLTL | 15,000 | 14,000 | E |
| | Silver Ridge Rd to Espola Rd | 2-lane Collector w/ CLTL | 15,000 | 13,700 | E |
| | Espola Rd to SR-67 | 2-lane Collector | 10,000 | 21,200 | F |
| Scripps Poway Pkwy | Springbrook Dr to Community Rd | 6-lane Prime Arterial | 60,000 | 58,000 | E |
| | Community Rd to Danielson St | 6-lane Prime Arterial | 60,000 | 36,000 | C |
| | Danielson St to SR-67 | 6-lane Prime Arterial | 60,000 | 36,500 | C |
| Twin Peaks Rd | Pomerado Rd to Ted William Pkwy | 6-lane Prime Arterial | 60,000 | 41,500 | C |
| | Ted William Pkwy to Community Rd | 6-lane Prime Arterial | 60,000 | 51,500 | D |
| | Community Rd to Tierra Bonita Rd | 4-lane Major Arterial | 40,000 | 34,300 | D |
| | Tierra Bonita Rd to Espola Rd | 4-lane Major Arterial | 40,000 | 29,400 | C |
| Espola Rd | Twin Peaks to Poway Rd | 4-lane Secondary Arterial | 30,000 | 24,600 | D |
| Ted Williams Pkwy | Highland Ranch Rd to Pomerado Rd | 6-lane Prime Arterial | 60,000 | 42,500 | C |
| | Pomerado Rd to Twin Peaks Rd | 6-lane Prime Arterial | 60,000 | 20,100 | A |
| <i>San Diego</i> | | | | | |
| Camino del Norte | Camino San Bernardo to I-15 | 6-lane Prime Arterial | 60,000 | 54,000 | D |
| Rancho Bernardo Rd | Via Del Campo to W. Bernardo Dr | 4-lane Major Arterial | 40,000 | 36,700 | E |
| | W. Bernardo Dr to I-15 | 4-lane Major Arterial | 40,000 | 56,900 | F |
| Scripps Poway Pkwy | I-15 to Spring Canyon Rd | 6-lane Prime Arterial | 60,000 | 61,300 | F |
| | Spring Canyon Rd to Springbrook Dr | 4-lane Major Arterial | 40,000 | 29,600 | C |
| Via de la Valle | Jimmy Durante Blvd to I-15 NB Ramps | 4-lane Major Arterial | 40,000 | 37,900 | E |

TABLE 4.1 (Continued)
2030 FORECAST ROADWAY LEVEL OF SERVICE BY JURISDICTION
EXISTING COUNTY OF SAN DIEGO GENERAL PLAN

| Roadway | Segment | Classification | Capacity (LOS E) | ADT | LOS |
|---------------------|-----------------------------------|---------------------------|------------------|--------|-----|
| Via de la Valle | I-15 NB Ramps to San Andres Dr | 4-lane Major Arterial | 40,000 | 40,200 | F |
| | San Andres Dr to El Camino Real | 2-lane Collector | 10,000 | 27,100 | F |
| Airway Rd | Michael Faraday Dr to SR-905 | 2-lane Collector | 9,000 | 16,100 | F |
| Siempre Viva Rd | La Media Rd to SR-905 | 6-lane Major Arterial | 50,000 | 18,000 | A |
| | SR-905 to Enrico Fermi Dr | 4-lane Major Arterial | 40,000 | 50,700 | F |
| <i>San Marcos</i> | | | | | |
| Las Posas Rd | Borden Rd to Avenida Azul | 4-lane Major Arterial | 40,000 | 21,400 | C |
| | Avenida Azul to Mission Rd | 6-lane Major Arterial | 50,000 | 28,100 | C |
| | Mission Rd to SR-78 WB Ramps | 6-lane Major Arterial | 50,000 | 35,400 | D |
| | SR-78 WB Ramps to Grand Ave | 6-lane Major Arterial | 50,000 | 55,500 | F |
| | Grand Ave to Vista Dr | 4-lane Secondary Arterial | 30,000 | 31,000 | F |
| | Vista Dr to Stone Dr | 4-lane Secondary Arterial | 30,000 | 25,100 | E |
| | Stone Dr to San Marcos Blvd | 4-lane Secondary Arterial | 30,000 | 21,100 | D |
| Twin Oaks Valley Rd | Deer Springs Rd to Buena Creek Rd | 4-lane Major Arterial | 40,000 | 22,000 | C |
| | Buena Creek Rd to Olive St | 4-lane Major Arterial | 40,000 | 20,900 | B |
| La Cienega Rd | Twin Oak Valley Rd to Mulberry Dr | 2-lane Collector | 15,000 | 6,300 | B |
| Mulberry Dr | Olive St to La Cienega Rd | 2-Lane Collector | 15,000 | 6,200 | B |
| <i>Santee</i> | | | | | |
| Mast Blvd | Medina Dr to Halberns Blvd | 4-lane Major Arterial | 40,000 | 22,400 | C |
| | Halberns Blvd to Shirley Garden | 4-lane Major Arterial | 40,000 | 23,200 | C |
| | Shirley Garden to Magnolia Ave | 4-lane Secondary Arterial | 30,000 | 25,900 | E |
| | Magnolia Ave to Los Ranchitos Rd | 4-lane Major Arterial | 40,000 | 18,800 | B |
| | west of Pine Grove | 4-lane Major Arterial | 40,000 | 24,500 | C |
| | Pine Grove to Riverford Rd | 4-lane Major Arterial | 40,000 | 11,300 | A |
| El Nopal | Cuyamaca St to Magnolia Ave | 2-lane Collector | 10,000 | 5,500 | C |
| | Magnolia Ave to Aquila Dr | 2-lane Collector w/ CLTL | 15,000 | 10,400 | D |
| Woodside Ave | Magnolia Ave to SR-67 | 4-lane Major Arterial | 40,000 | 37,700 | E |
| | SR-67 to Shadow Hill Rd | 4-lane Major Arterial | 40,000 | 23,600 | C |
| | Shadow Hill Rd to Northcode Rd | 2-lane Collector w/ CLTL | 15,000 | 8,400 | C |
| | Northcode Rd to Security Way | 4-lane Major Arterial | 40,000 | 7,000 | A |
| | Security Way to SR-67 | 4-lane Major Arterial | 40,000 | 18,600 | B |

TABLE 4.1 (Continued)
2030 FORECAST ROADWAY LEVEL OF SERVICE BY JURISDICTION
EXISTING COUNTY OF SAN DIEGO GENERAL PLAN

| Roadway | Segment | Classification | Capacity (LOS E) | ADT | LOS |
|---------------------|--------------------------------------|-----------------------|------------------|--------|----------|
| Woodside Ave | SR-67 to Riverford Rd | 4-lane Major Arterial | 40,000 | 31,400 | D |
| <i>Solana Beach</i> | | | | | |
| Highway 101 | Ocean St to Lomas Santa Fe Dr | 4-lane Major Arterial | 40,000 | 34,100 | D |
| | Lomas Santa Fe Dr to Via De la Valle | 4-lane Major Arterial | 40,000 | 25,500 | C |
| Lomas Santa Fe Dr | Highway 101 to Stevens Ave | 4-lane Major Arterial | 40,000 | 16,500 | B |
| | Stevens Ave to Solana Hills Dr | 4-lane Major Arterial | 40,000 | 22,100 | C |
| | Solana Hills Dr to I-5 SB Ramps | 4-lane Major Arterial | 40,000 | 37,600 | E |
| | I-5 SB Ramps to Via Mil Cumbres | 4-lane Major Arterial | 40,000 | 36,100 | E |
| | Via Mil Cumbres to Highland Dr | 4-lane Major Arterial | 40,000 | 16,100 | B |
| Steven Ave | Lomas Santa Fe Dr to Academy Dr | 4-lane Collector | 30,000 | 19,300 | C |
| | Academy Dr to La Colonia Park | 4-lane Collector | 30,000 | 13,200 | B |
| | La Colonia Park to Nardo Ave | 4-lane Collector | 30,000 | 13,200 | B |
| | Nardo Ave to Valley Ave | 4-lane Collector | 30,000 | 16,100 | C |
| Valley Ave | Stevens Ave to Via De la Valle | 4-lane Collector | 30,000 | 21,300 | D |
| Highland Dr | El Camino Real to San Andres Dr | 2-lane Collector | 10,000 | 5,500 | C |
| <i>Vista</i> | | | | | |
| Sycamore Ave | SR-78 EB Ramps to Hibiscus Way | 6-lane Prime Arterial | 60,000 | 57,300 | E |
| Monte Vista Dr | South Santa Fe Ave to Cypress Ave | 4-lane Major Arterial | 40,000 | 15,600 | A |
| | Cypress Ave to Foothill Dr | 4-lane Major Arterial | 40,000 | 11,100 | A |

Source: Wilson & Company; January 2009

Notes:

Bold letters indicate substandard LOS.

CLTL = Continuous left-turn lane.

Table 4.2 summarizes the results shown in Table 4.1 by identifying the projected total number of key roadway segments which would operate at substandard LOS E or F (Chula Vista includes LOS D & Escondido includes LOS D-) under future year buildout of the Existing County of San Diego General Plan. As shown in the table, a total of 43 out of 197 analyzed roadway segments in the adjacent incorporated jurisdictions would operate at substandard LOS.

TABLE 4.2
SUMMARY OF ROADWAY SEGMENTS OPERATING AT SUBSTANDARD LOS
EXISTING COUNTY OF SAN DIEGO GENERAL PLAN

| Jurisdiction | Total Number Analyzed | Number of Deficient Roadway Segments |
|---------------|-----------------------|--------------------------------------|
| Carlsbad | 9 | 0 |
| Chula Vista | 13 | 5 |
| Del Mar | 1 | 0 |
| El Cajon | 31 | 4 |
| Encinitas | 7 | 2 |
| Escondido | 35 | 6 |
| La Mesa | 14 | 2 |
| Lemon Grove | 3 | 0 |
| National City | 5 | 0 |
| Oceanside | 6 | 0 |
| Poway | 21 | 8 |
| San Diego | 11 | 8 |
| San Marcos | 11 | 3 |
| Santee | 14 | 2 |
| Solana Beach | 13 | 2 |
| Vista | 3 | 1 |
| Total | 197 | 43 |

Source: Wilson & Company; January 2009

4.2 Proposed Project (General Plan Update - Referral Map)

The Referral Map was endorsed as the proposed project by the Board of Supervisors during the land use mapping phase of the County's General Plan Update process.

4.2.1 Roadway Network and Volumes

The future year roadway classifications within the adjacent incorporated jurisdictions were derived from the circulation elements of the respective jurisdictions. The average daily traffic volumes were derived from the SANDAG Series 10 County of San Diego General Plan Update "Referral Map" traffic forecast.

4.2.2 Roadway Performance

Table 4.3 displays the assumed future year roadway classification, the roadway capacity (LOS E) based upon the jurisdictional standard, the 2030 average daily traffic volume, and the corresponding LOS for the analyzed roadway segments in the adjacent incorporated jurisdictions, assuming buildout of the proposed General Plan (Referral Map).

TABLE 4.3
2030 FORECAST ROADWAY LEVEL OF SERVICE BY JURISDICTION
COUNTY OF SAN DIEGO GENERAL PLAN UPDATE (REFERRAL MAP)

| Roadway | Segment | Classification | Capacity (LOS E) | ADT | LOS |
|--------------------|---|-----------------------|------------------|--------|-----|
| Carlsbad | | | | | |
| Cannon Rd | I-5 NB Ramps to Paseo Del Norte | 4-lane Major Arterial | 40,000 | 27,000 | C |
| | Paseo Del Norte to Car Country Dr | 4-lane Major Arterial | 40,000 | 14,400 | A |
| | Car Country Dr to Faraday Ave | 4-lane Major Arterial | 40,000 | 28,500 | C |
| | Faraday Ave to El Camino Real | 4-lane Major Arterial | 40,000 | 22,700 | C |
| | El Camino Real to College Blvd | 4-lane Major Arterial | 40,000 | 19,300 | B |
| | Leisure Village Dr to Shadowridge Dr | 4-lane Major Arterial | 40,000 | 24,000 | C |
| | Shadowridge Dr to Lake Blvd | 4-lane Major Arterial | 40,000 | 21,600 | C |
| | Lake Blvd to Melrose Dr | 4-lane Major Arterial | 40,000 | 26,300 | C |
| | Melrose Dr to Mar Vista Dr | 4-lane Major Arterial | 40,000 | 12,500 | A |
| Chula Vista | | | | | |
| Heritage Rd | Main Street to Chula Vista City Limit | 6-lane Prime Arterial | 62,500 | 21,000 | A |
| La Media Rd | Telegraph Canyon Rd to Palomar St | 6-lane Prime Arterial | 62,500 | 28,100 | A |
| | Palomar St to Olympic Pkwy | 6-lane Prime Arterial | 62,500 | 14,600 | A |
| | Olympic Pkwy to Santa Venetia St | 6-lane Prime Arterial | 62,500 | 19,500 | A |
| | Santa Venetia St to Birch Rd | 6-lane Prime Arterial | 62,500 | 24,700 | A |
| Proctor Valley Rd | Northwoods Dr to Chula Vista City Limit | 4-lane Major Street | 37,500 | 7,700 | A |
| Otay Lakes Rd | Wueste Rd to Chula Vista City Limit | 6-lane Prime Arterial | 62,500 | 27,500 | A |
| Willow St | Sweetwater Rd to Bonita Rd | 4-lane Major Street | 37,500 | 18,500 | A |
| Bonita Rd | Bonita Glen Dr to I-805 SB Ramps | 4-lane Major Street | 37,500 | 37,800 | F |
| | I-805 SB Ramps to I-805 NB Ramps | 4-lane Major Street | 37,500 | 55,500 | F |
| | I-805 NB Ramps to Plaza Bonita Rd | 4-lane Major Street | 37,500 | 43,500 | F |
| | Plaza Bonita Rd to Willow St | 4-lane Major Street | 37,500 | 33,900 | E |
| | Willow St to Chula Vista City Limit | 4-lane Major Street | 37,500 | 39,000 | F |
| Del Mar | | | | | |
| Via de la Valle | Highway 101 to Jimmy Durante Blvd | 4-lane Major Arterial | 40,000 | 25,700 | C |
| El Cajon | | | | | |
| Jamacha Rd | Main St to Granite Hill Dr | 4-lane Major Arterial | 40,000 | 37,000 | E |
| | Granite Hill Dr to Grove Rd | 4-lane Major Arterial | 40,000 | 28,500 | C |
| Washington Ave | El Cajon Blvd to 1 st St | 4-lane Major Arterial | 40,000 | 25,200 | C |

TABLE 4.3 (Continued)
2030 FORECAST ROADWAY LEVEL OF SERVICE BY JURISDICTION
COUNTY OF SAN DIEGO GENERAL PLAN UPDATE (REFERRAL MAP)

| Roadway | Segment | Classification | Capacity (LOS E) | ADT | LOS |
|--------------------|------------------------------------|-----------------------|------------------|--------|-----|
| Washington Ave | 1 st St to Jamacha Rd | 4-lane Major Arterial | 40,000 | 22,500 | C |
| | Jamacha Rd to 3 rd St | 4-lane Major Arterial | 40,000 | 16,600 | B |
| | 3 rd St to Wichita Ave | 4-lane Major Arterial | 40,000 | 18,100 | B |
| | Wichita Ave to Granite Hill Dr | 4-lane Major Arterial | 40,000 | 13,700 | A |
| Main St | Magnolia Ave to Ballantyne St | 4-lane Major Arterial | 40,000 | 14,900 | A |
| | Ballantyne St to Mollison Ave | 4-lane Major Arterial | 40,000 | 18,000 | B |
| | Mollison Ave to 1 st St | 4-lane Major Arterial | 40,000 | 23,800 | C |
| | 1 st St to Orlando St | 4-lane Major Arterial | 40,000 | 17,900 | B |
| | Orlando St to Madison Ave | 4-lane Major Arterial | 40,000 | 23,400 | C |
| | Madison Ave to I-8 EB Ramps | 4-lane Major Arterial | 40,000 | 12,500 | A |
| Avocado Blvd | Main St to Washington Ave | 4-lane Major Arterial | 40,000 | 17,500 | B |
| | Washington Ave to Chase Ave | 4-lane Major Arterial | 40,000 | 18,100 | B |
| Bradley Ave | Cuyamaca St to Marshall Ave | 4-lane Major Arterial | 40,000 | 10,900 | A |
| | Marshall Ave to Johnson Ave | 4-lane Major Arterial | 40,000 | 21,200 | C |
| | Johnson Ave to Magnolia Ave | 4-lane Major Arterial | 40,000 | 16,700 | B |
| | Magnolia Ave to Graves Ave | 4-lane Major Arterial | 40,000 | 26,400 | C |
| | Graves Ave to 1 st St | 4-lane Major Arterial | 40,000 | 29,900 | C |
| 2 nd St | Pepper Dr to Persimmon Ave | 4-lane Major Arterial | 40,000 | 25,900 | C |
| | Persimmon Ave to Broadway | 4-lane Major Arterial | 40,000 | 36,100 | E |
| | Broadway to I-8 WB Ramps | 4-lane Major Arterial | 40,000 | 38,900 | E |
| | I-8 WB Ramps to Main St | 6-lane Major Arterial | 50,000 | 42,900 | D |
| Chase Ave | El Cajon Blvd to Mollison Ave | 4-lane Major Arterial | 40,000 | 25,600 | C |
| | Mollison Ave to Rancho Valle Ct | 4-lane Major Arterial | 40,000 | 19,600 | B |
| Greenfield Dr | I-8 EB Ramps to Bermuda Ln | 4-lane Collector | 30,000 | 26,000 | E |
| | Bermuda Ln to La Cresta Rd | 4-lane Collector | 30,000 | 24,800 | D |
| | La Cresta Rd to Madison Ave | 4-lane Collector | 30,000 | 10,600 | B |
| | Madison Ave to Vista Del Escuela | 4-lane Collector | 30,000 | 2,800 | A |
| | Vista Del Escuela to Orchard Ave | 4-lane Collector | 30,000 | 500 | A |
| <i>Encinitas</i> | | | | | |
| El Camino Real | Encinitas Blvd to Santa Fe Dr | 6-lane Prime Arterial | 57,000 | 37,600 | A-C |
| | Santa Fe Dr to Manchester Ave | 6-lane Prime Arterial | 57,000 | 27,200 | A-C |

TABLE 4.3 (Continued)
2030 FORECAST ROADWAY LEVEL OF SERVICE BY JURISDICTION
COUNTY OF SAN DIEGO GENERAL PLAN UPDATE (REFERRAL MAP)

| Roadway | Segment | Classification | Capacity (LOS E) | ADT | LOS |
|-----------------------------------|---|----------------------------------|------------------|--------|-------|
| El Camino Del Norte | Rancho Santa Fe Rd to Eastern City Limit | 2-lane Local Roadway - Augmented | 20,000 | 10,100 | A-C |
| Encinitas Blvd | El Camino Real to Manchester Ave | 4-lane Major Roadway | 35,200 | 36,900 | F |
| Manchester Ave | I-5 NB Ramps to El Camino Real | 6-lane Prime Arterial | 57,000 | 33,000 | A-C |
| | El Camino Real to Encinitas Blvd | 2-lane Local Roadway - Augmented | 20,000 | 11,900 | A-C |
| Rancho Santa Fe Rd | Manchester Ave to Eastern City Limit | 2-lane Local Roadway - Augmented | 20,000 | 24,500 | F |
| <i>Escondido</i> | | | | | |
| Centre City Pkwy | Country Club Ln to El Norte Pkwy | 4-lane Major Road | 37,000 | 23,100 | B |
| | El Norte Pkwy to SR-78 WB Ramps | 4-lane Major Road | 37,000 | 28,600 | C |
| | SR-78 WB Ramps to Mission Ave | 6-lane Major Road | 50,000 | 43,500 | E |
| | Mission Ave to Washington Ave | 6-lane Major Road | 50,000 | 26,500 | C |
| | Washington Ave to 5 th Ave | 4-lane Major Road | 37,000 | 23,800 | B |
| | 5 th Ave to 13 th Ave | 4-lane Major Road | 37,000 | 25,500 | C |
| | 13 th Ave to Felicita Ave | 4-lane Major Road | 37,000 | 26,400 | C |
| | Felicita Ave to Centre City Rd | 4-lane Major Road | 37,000 | 31,100 | Mid D |
| | Centre City Rd to Brotherton Rd | 4-lane Major Road | 37,000 | 43,400 | F |
| | Brotherton Rd to Citracado Pkwy | 4-lane Major Road | 37,000 | 34,200 | E |
| Felicita Ave/17 th Ave | San Pasqual Valley Rd to Juniper St | 4-lane Collector | 34,200 | 23,600 | C |
| | Juniper St to Escondido Blvd | 4-lane Collector | 34,200 | 33,500 | E |
| | Escondido Blvd to Centre City Pkwy | 4-lane Collector | 34,200 | 29,700 | D- |
| | Centre City Pkwy to Quince St | 4-lane Collector | 34,200 | 25,800 | C |
| | Quince St to Citracado Pkwy | 4-lane Collector | 34,200 | 17,700 | B |
| Via Rancho Pkwy | Felicita Ave to Quiet Hills Dr | 4-lane Major Road | 37,000 | 23,100 | B |
| | Quiet Hills Dr to I-15 SB Ramps | 6-lane Major Road | 50,000 | 27,500 | C |
| | I-15 SB Ramps to I-15 NB Ramps | 6-lane Prime Arterial | 60,000 | 43,000 | Mid D |
| | I-15 NB Ramps to San Pasqual Rd | 6-lane Prime Arterial | 60,000 | 42,100 | Mid D |
| Bear Valley Pkwy | San Pasqual Rd to Mary Ln | 4-lane Major Road | 37,000 | 35,300 | E |
| | Mary Ln to Las Palmas Ave | 4-lane Major Road | 37,000 | 30,400 | Mid D |
| | Las Palmas Ave to Sunset Dr | 4-lane Major Road | 37,000 | 30,800 | Mid D |
| | Sunset Dr to El Dorado Dr | 4-lane Major Road | 37,000 | 28,600 | C |

TABLE 4.3 (Continued)
2030 FORECAST ROADWAY LEVEL OF SERVICE BY JURISDICTION
COUNTY OF SAN DIEGO GENERAL PLAN UPDATE (REFERRAL MAP)

| Roadway | Segment | Classification | Capacity (LOS E) | ADT | LOS |
|-----------------------|---------------------------------------|---------------------------------|------------------|--------|-------|
| Bear Valley Pkwy | El Dorado Dr to San Pasqual Valley Rd | 4-lane Major Road | 37,000 | 36,000 | E |
| | San Pasqual Valley Rd to Boyle Ave | 4-lane Major Road | 37,000 | 28,100 | C |
| | Boyle Ave to Hayden Dr | 4-lane Major Road | 37,000 | 23,800 | B |
| | Hayden Dr to Valley Pkwy | 4-lane Major Road | 37,000 | 24,000 | B |
| Valley Pkwy | Bear Valley Pkwy to Wanek Rd | 6-lane Prime Arterial | 60,000 | 33,700 | C |
| | Wanek Rd to Washington Ave | 6-lane Prime Arterial | 60,000 | 29,200 | B |
| | Washington Ave to Lake Wohlford Rd | 8-lane Prime Arterial | 70,000 | 53,400 | Mid D |
| San Pasqual Valley Rd | Washington Ave to Birch Ave | 4-lane Major Road | 37,000 | 24,100 | B |
| San Pasqual Rd | Bear Valley Pkwy to Ryan Dr | 4-lane Major Road | 37,000 | 12,300 | A |
| Broadway | North Ave to Country Club Ln | 4-lane Collector | 34,200 | 15,400 | B |
| | Country Club Ln to Bahia Ln | 4-lane Collector | 34,200 | 16,000 | B |
| | Bahia Ln to El Norte Pkwy | 4-lane Collector | 34,200 | 20,100 | B |
| <i>La Mesa</i> | | | | | |
| Bancroft Dr | Grossmont Blvd to Campo Rd | 2-lane Collector | 10,000 | 8,000 | D |
| | Campo Rd to SR-94 WB Ramps | 4-lane Collector | 30,000 | 12,700 | B |
| Lemon Ave | La Mesa Blvd to Jackson Dr | 2-lane Collector | 10,000 | 2,100 | A |
| | Jackson Dr to Marguerita Ln | 4-lane Collector | 30,000 | 14,000 | C |
| | Marguerita Ln to Alto Dr | 4-lane Collector | 30,000 | 9,500 | A |
| | Alto Dr to Lake Helix Dr | 4-lane Collector | 30,000 | 5,800 | A |
| | Lake Helix Dr to Fuerte Dr | 4-lane Collector | 30,000 | 2,700 | A |
| Fuerte Dr | Grossmont Dr to Avocado Blvd | 2-lane Collector | 10,000 | 18,500 | F |
| Campo Rd | SR-125 to Bancroft Dr | 4-lane Collector (no center ln) | 15,000 | 10,700 | D |
| | Bancroft Dr to Camino Paz | 4-lane Collector | 30,000 | 17,600 | C |
| | Camino Paz to Kenwood Rd | 4-lane Collector | 30,000 | 12,400 | B |
| | Kenwood Rd to Conrad Dr | 4-lane Collector | 30,000 | 47,500 | F |
| | Conrad Dr to Granada Ave | 4-lane Collector | 30,000 | 20,300 | D |
| | Granada Ave to Sweetwater Spring Blvd | 4-lane Collector | 30,000 | 17,800 | C |
| <i>Lemon Grove</i> | | | | | |
| Troy St | Palm St to Sweetwater Rd | 4-lane Collector | 30,000 | 9,700 | A |
| Sweetwater Rd | Broadway to Tyler St | 4-lane Collector | 30,000 | 19,200 | C |
| | Tyler St to Jamacha Rd | 4-lane Collector | 30,000 | 21,100 | D |

TABLE 4.3 (Continued)
2030 FORECAST ROADWAY LEVEL OF SERVICE BY JURISDICTION
COUNTY OF SAN DIEGO GENERAL PLAN UPDATE (REFERRAL MAP)

| Roadway | Segment | Classification | Capacity (LOS E) | ADT | LOS |
|----------------------|------------------------------------|--------------------------|------------------|--------|-----|
| <i>National City</i> | | | | | |
| 30th St | National City Blvd to Highland Ave | 4-lane Major Arterial | 40,000 | 8,000 | A |
| | Highland Ave to N 2nd Ave | 4-lane Major Arterial | 40,000 | 33,200 | D |
| Euclid Ave | Plaza Blvd to Sweetwater Rd | 4-lane Major Arterial | 40,000 | 10,100 | A |
| Plaza Blvd | National City Blvd to Highland Ave | 4-lane Major Arterial | 40,000 | 16,000 | B |
| | Highland Ave to Euclid Ave | 4-lane Major Arterial | 40,000 | 26,600 | C |
| <i>Oceanside</i> | | | | | |
| Melrose Dr | SR-76 to Old Ranch Rd | 6-lane Major Arterial | 50,000 | 24,700 | A |
| | Old Ranch Rd to Spur Ave | 6-lane Major Arterial | 50,000 | 26,800 | A |
| | Spur Ave to Santa Fe Ave | 6-lane Major Arterial | 50,000 | 30,300 | B |
| | Santa Fe Ave to Sagewood Rd | 6-lane Prime Arterial | 60,000 | 27,100 | A |
| | Sagewood Rd to Oceanside Blvd | 6-lane Prime Arterial | 60,000 | 27,600 | A |
| North Santa Fe Ave | SR-76 to Melrose Dr | 4-lane Major Arterial | 40,000 | 23,200 | A |
| <i>Poway</i> | | | | | |
| Poway Rd | Spring Hurst Dr to Iola Way | 6-lane Major Arterial | 50,000 | 42,800 | D |
| | Iola Way to Oak Knoll Rd | 4-lane Major Arterial | 40,000 | 40,000 | F |
| | Oak Knoll Rd to Pomerado Rd | 4-lane Major Arterial | 40,000 | 39,600 | E |
| | Pomerado Rd to Carriage Rd | 4-lane Major Arterial | 40,000 | 37,500 | E |
| | Carriage Rd to Community Rd | 4-lane Major Arterial | 40,000 | 40,000 | F |
| | Community Rd to Midland Rd | 5-lane Major Arterial | 45,000 | 38,700 | D |
| | Midland Rd to Ann O Reno Ln | 4-lane Major Arterial | 40,000 | 27,600 | C |
| | Ann O Reno Ln to Garden Rd | 4-lane Major Arterial | 40,000 | 18,000 | B |
| | Garden Rd to Silver Ridge Rd | 2-lane Collector w/ CLTL | 15,000 | 13,200 | E |
| | Silver Ridge Rd to Espola Rd | 2-lane Collector w/ CLTL | 15,000 | 12,600 | D |
| | Espola Rd to SR-67 | 2-lane Collector | 10,000 | 20,100 | F |
| Scripps Poway Pkwy | Springbrook Dr to Community Rd | 6-lane Prime Arterial | 60,000 | 56,600 | E |
| | Community Rd to Danielson St | 6-lane Prime Arterial | 60,000 | 35,400 | C |
| | Danielson St to SR-67 | 6-lane Prime Arterial | 60,000 | 36,000 | C |
| Twin Peaks Rd | Pomerado Rd to Ted William Pkwy | 6-lane Prime Arterial | 60,000 | 40,000 | C |
| | Ted William Pkwy to Community Rd | 6-lane Prime Arterial | 60,000 | 50,000 | D |
| | Community Rd to Tierra Bonita Rd | 4-lane Major Arterial | 40,000 | 32,800 | D |

TABLE 4.3 (Continued)
2030 FORECAST ROADWAY LEVEL OF SERVICE BY JURISDICTION
COUNTY OF SAN DIEGO GENERAL PLAN UPDATE (REFERRAL MAP)

| Roadway | Segment | Classification | Capacity (LOS E) | ADT | LOS |
|---------------------|-------------------------------------|---------------------------|------------------|--------|-----|
| Twin Peaks Rd | Tierra Bonita Rd to Espola Rd | 4-lane Major Arterial | 40,000 | 27,900 | C |
| Espola Rd | Twin Peaks to Poway Rd | 4-lane Secondary Arterial | 30,000 | 23,100 | D |
| Ted Williams Pkwy | Highland Ranch Rd to Pomerado Rd | 6-lane Prime Arterial | 60,000 | 43,000 | C |
| | Pomerado Rd to Twin Peaks Rd | 6-lane Prime Arterial | 60,000 | 20,500 | A |
| San Diego | | | | | |
| Camino del Norte | Camino San Bernardo to I-15 | 6-lane Prime Arterial | 60,000 | 36,200 | C |
| Rancho Bernardo Rd | Via Del Campo to W. Bernardo Dr | 4-lane Major Arterial | 40,000 | 35,800 | E |
| | W. Bernardo Dr to I-15 | 4-lane Major Arterial | 40,000 | 56,100 | F |
| Scripps Poway Pkwy | I-15 to Spring Canyon Rd | 6-lane Prime Arterial | 60,000 | 61,600 | F |
| | Spring Canyon Rd to Springbrook Dr | 4-lane Major Arterial | 40,000 | 30,800 | D |
| Via de la Valle | Jimmy Durante Blvd to I-15 NB Ramps | 4-lane Major Arterial | 40,000 | 31,700 | D |
| | I-15 NB Ramps to San Andres Dr | 4-lane Major Arterial | 40,000 | 43,100 | F |
| | San Andres Dr to El Camino Real | 2-lane Collector | 10,000 | 26,500 | F |
| Airway Rd | Michael Faraday Dr to SR-905 | 2-lane Collector | 9,000 | 17,500 | F |
| Siempre Viva Rd | La Media Rd to SR-905 | 6-lane Major Arterial | 50,000 | 19,500 | A |
| | SR-905 to Enrico Fermi Dr | 4-lane Major Arterial | 40,000 | 59,300 | F |
| San Marcos | | | | | |
| Las Posas Rd | Borden Rd to Avenida Azul | 4-lane Major Arterial | 40,000 | 20,300 | B |
| | Avenida Azul to Mission Rd | 6-lane Major Arterial | 50,000 | 27,300 | B |
| | Mission Rd to SR-78 WB Ramps | 6-lane Major Arterial | 50,000 | 37,300 | D |
| | SR-78 WB Ramps to Grand Ave | 6-lane Major Arterial | 50,000 | 56,500 | F |
| | Grand Ave to Vista Dr | 4-lane Secondary Arterial | 30,000 | 31,500 | F |
| | Vista Dr to Stone Dr | 4-lane Secondary Arterial | 30,000 | 25,600 | E |
| | Stone Dr to San Marcos Blvd | 4-lane Secondary Arterial | 30,000 | 21,400 | D |
| Twin Oaks Valley Rd | Deer Springs Rd to Buena Creek Rd | 4-lane Major Arterial | 40,000 | 25,000 | C |
| | Buena Creek Rd to Olive St | 4-lane Major Arterial | 40,000 | 20,100 | B |
| La Cienega Rd | Twin Oak Valley Rd to Mulberry Dr | 2-lane Collector | 15,000 | 5,600 | B |
| Mulberry Dr | Olive St to La Cienega Rd | 2-lane Collector | 15,000 | 3,700 | A |
| Santee | | | | | |
| Mast Blvd | Medina Dr to Halberns Blvd | 4-lane Major Arterial | 40,000 | 22,000 | C |
| | Halberns Blvd to Shirley Garden | 4-lane Major Arterial | 40,000 | 25,300 | C |

TABLE 4.3 (Continued)
2030 FORECAST ROADWAY LEVEL OF SERVICE BY JURISDICTION
COUNTY OF SAN DIEGO GENERAL PLAN UPDATE (REFERRAL MAP)

| Roadway | Segment | Classification | Capacity (LOS E) | ADT | LOS |
|---------------------|--------------------------------------|---------------------------|------------------|--------|----------|
| Mast Blvd | Shirley Garden to Magnolia Ave | 4-lane Secondary Arterial | 30,000 | 27,400 | E |
| | Magnolia Ave to Los Ranchitos Rd | 4-lane Major Arterial | 40,000 | 20,000 | B |
| | west of Pine Grove | 4-lane Major Arterial | 40,000 | 24,800 | C |
| | Pine Grove to Riverford Rd | 4-lane Major Arterial | 40,000 | 11,400 | D |
| El Nopal | Cuyamaca St to Magnolia Ave | 2-lane Collector | 10,000 | 5,700 | C |
| | Magnolia Ave to Aquila Dr | 2-lane Collector w/ CLTL | 15,000 | 10,800 | D |
| Woodside Ave | Magnolia Ave to SR-67 | 4-lane Major Arterial | 40,000 | 37,400 | E |
| | SR-67 to Shadow Hill Rd | 4-lane Major Arterial | 40,000 | 22,500 | C |
| | Shadow Hill Rd to Northcode Rd | 2-lane Collector w/ CLTL | 15,000 | 7,300 | C |
| | Northcode Rd to Security Way | 4-lane Major Arterial | 40,000 | 6,000 | A |
| | Security Way to SR-67 | 4-lane Major Arterial | 40,000 | 16,800 | B |
| | SR-67 to Riverford Rd | 4-lane Major Arterial | 40,000 | 29,700 | C |
| <i>Solana Beach</i> | | | | | |
| Highway 101 | Ocean St to Lomas Santa Fe Dr | 4-lane Major Arterial | 40,000 | 34,600 | D |
| | Lomas Santa Fe Dr to Via De la Valle | 4-lane Major Arterial | 40,000 | 24,000 | C |
| Lomas Santa Fe Dr | Highway 101 to Stevens Ave | 4-lane Major Arterial | 40,000 | 16,700 | B |
| | Stevens Ave to Solana Hills Dr | 4-lane Major Arterial | 40,000 | 21,600 | C |
| | Solana Hills Dr to I-5 SB Ramps | 4-lane Major Arterial | 40,000 | 37,000 | E |
| | I-5 SB Ramps to Via Mil Cumbres | 4-lane Major Arterial | 40,000 | 33,400 | D |
| | Via Mil Cumbres to Highland Dr | 4-lane Major Arterial | 40,000 | 13,200 | A |
| Steven Ave | Lomas Santa Fe Dr to Academy Dr | 4-lane Collector | 30,000 | 19,100 | C |
| | Academy Dr to La Colonia Park | 4-lane Collector | 30,000 | 13,000 | B |
| | La Colonia Park to Nardo Ave | 4-lane Collector | 30,000 | 13,000 | B |
| | Nardo Ave to Valley Ave | 4-lane Collector | 30,000 | 15,900 | C |
| Valley Ave | Stevens Ave to Via De la Valle | 4-lane Collector | 30,000 | 21,000 | D |
| Highland Dr | El Camino Real to San Andres Dr | 2-lane Collector | 10,000 | 6,100 | C |
| <i>Vista</i> | | | | | |
| Sycamore Ave | SR-78 EB Ramps to Hibiscus Way | 6-lane Prime Arterial | 60,000 | 54,600 | E |
| Monte Vista Dr | South Santa Fe Ave to Cypress Ave | 4-lane Major Arterial | 40,000 | 11,900 | A |
| | Cypress Ave to Foothill Dr | 4-lane Major Arterial | 40,000 | 7,500 | A |

Source: Wilson & Company; January 2009

Notes:

Bold letters indicate substandard LOS.

CLTL = Continuous left-turn lane.

Table 4.4 summarizes the results shown in Table 4.3 by identifying the projected total number of key roadway segments operating at substandard LOS E or F (Chula Vista includes LOS D & Escondido includes LOS D-) under future year buildout of the proposed County of San Diego General Plan (Referral Map). As shown, a total of 41 out of 197 analyzed roadway segments in the adjacent incorporated jurisdictions are projected to operate at substandard LOS.

TABLE 4.4
SUMMARY OF ROADWAY SEGMENTS OPERATING AT SUBSTANDARD LOS
COUNTY OF SAN DIEGO GENERAL PLAN UPDATE (REFERRAL MAP)

| Jurisdiction | Total Number Analyzed | Number of Deficient Roadway Segments |
|---------------|-----------------------|--------------------------------------|
| Carlsbad | 9 | 0 |
| Chula Vista | 13 | 5 |
| Del Mar | 1 | 0 |
| El Cajon | 31 | 4 |
| Encinitas | 7 | 2 |
| Escondido | 35 | 7 |
| La Mesa | 14 | 2 |
| Lemon Grove | 3 | 0 |
| National City | 5 | 0 |
| Oceanside | 6 | 0 |
| Poway | 21 | 7 |
| San Diego | 11 | 7 |
| San Marcos | 11 | 3 |
| Santee | 14 | 2 |
| Solana Beach | 13 | 1 |
| Vista | 3 | 1 |
| Total | 197 | 41 |

Source: Wilson & Company; January 2009

5.0 Identification of Significant Impacts

This section documents significant impacts on the key roadway segments within the adjacent incorporated jurisdictions that would result from buildout of the proposed County of San Diego General Plan Update. Utilizing the methodologies outlined in Section 2.3, the following comparisons were made for purposes of determining significant traffic impacts:

Existing County of San Diego General Plan to Existing Conditions (Existing Plan to Ground) – this comparison provides a baseline scenario indicating impacts on the adjacent incorporated jurisdictions under buildout of the existing County of San Diego General Plan.

Proposed County of San Diego General Plan (Referral Map) to Existing Conditions (Proposed Plan to Ground) – this comparison provides the basis for identifying significant impacts associated with future year buildout of the proposed County of San Diego General Plan.

Proposed County of San Diego General Plan (Referral Map) to Existing General Plan (Proposed Plan to Existing Plan) – this comparison provides the basis for identifying new significant impacts that would result with the proposed County of San Diego General Plan.

5.1 Comparison of Existing County of San Diego General Plan to Existing Conditions

Table 5.1 compares projected roadway performance under the buildout of the existing County of San Diego General Plan to Existing conditions, and displays the resulting significant impacts.

TABLE 5.1
SIGNIFICANT TRAFFIC IMPACTS
EXISTING COUNTY OF SAN DIEGO GENERAL PLAN VS. EXISTING CONDITIONS
(Existing Plan to Ground)

| Roadway | Segment | Existing | | | Existing GP | | | Δ in V/C | Significant Impact? |
|-----------------|--------------------------------------|----------|------|-----|-------------|------|-----|-----------------|---------------------|
| | | ADT | V/C | LOS | ADT | V/C | LOS | | |
| Carlsbad | | | | | | | | | |
| Cannon Rd | I-5 NB Ramps to Paseo Del Norte | 22,200 | 0.56 | C | 27,300 | 0.68 | C | 0.12 | No |
| | Paseo Del Norte to Car Country Dr | 8,100 | 0.20 | A | 14,400 | 0.36 | A | 0.16 | No |
| | Car Country Dr to Faraday Ave | 14,200 | 0.36 | A | 28,100 | 0.70 | C | 0.34 | No |
| | Faraday Ave to El Camino Real | 9,100 | 0.23 | A | 22,200 | 0.56 | C | 0.33 | No |
| | El Camino Real to College Blvd | 9,100 | 0.61 | C | 17,800 | 0.45 | B | -0.16 | No |
| | Leisure Village Dr to Shadowridge Dr | 4,100 | 0.10 | A | 22,800 | 0.57 | C | 0.47 | No |

TABLE 5.1 (Continued)
SIGNIFICANT TRAFFIC IMPACTS
EXISTING COUNTY OF SAN DIEGO GENERAL PLAN VS. EXISTING CONDITIONS
(Existing Plan to Ground)

| Roadway | Segment | Existing | | | Existing GP | | | Δ in V/C | Significant Impact? |
|--------------------|---|----------|------|-----|-------------|------|-----|-----------------|---------------------|
| | | ADT | V/C | LOS | ADT | V/C | LOS | | |
| Cannon Rd | Shadowridge Dr to Lake Blvd | 9,700 | 0.24 | A | 19,900 | 0.50 | B | 0.26 | No |
| | Lake Blvd to Melrose Dr | 15,700 | 0.39 | B | 23,900 | 0.60 | C | 0.21 | No |
| | Melrose Dr to Mar Vista Dr | 400 | 0.01 | A | 7,900 | 0.20 | A | 0.19 | No |
| <i>Chula Vista</i> | | | | | | | | | |
| Heritage Rd | Main Street to Chula Vista City Limit | 14,800 | 0.24 | A | 23,700 | 0.38 | A | 0.14 | No |
| La Media Rd | Telegraph Canyon Rd to Palomar St | 19,200 | 0.31 | A | 26,700 | 0.43 | A | 0.12 | No |
| | Palomar St to Olympic Pkwy | 3,900 | 0.06 | A | 12,500 | 0.20 | A | 0.14 | No |
| | Olympic Pkwy to Santa Venetia St | 1,200 | 0.02 | A | 18,100 | 0.29 | A | 0.27 | No |
| | Santa Venetia St to Birch Rd | 1,900 | 0.03 | A | 22,200 | 0.36 | A | 0.33 | No |
| Proctor Valley Rd | Northwoods Dr to Chula Vista City Limit | 700 | 0.07 | A | 8,400 | 0.22 | A | 0.15 | No |
| Otay Lakes Rd | Wueste Rd to Chula Vista City Limit | 3,200 | 0.34 | A | 27,200 | 0.44 | A | 0.10 | No |
| Willow St | Sweetwater Rd to Bonita Rd | 17,000 | 1.81 | F | 17,800 | 0.47 | A | -1.34 | No |
| Bonita Rd | Bonita Glen Dr to I-805 SB Ramps | 34,300 | 0.91 | E | 37,700 | 1.01 | F | 0.10 | Yes |
| | I-805 SB Ramps to I-805 NB Ramps | 54,000 | 1.44 | F | 55,300 | 1.47 | F | 0.03 | Yes |
| | I-805 NB Ramps to Plaza Bonita Rd | 42,400 | 1.13 | F | 43,200 | 1.15 | F | 0.02 | Yes |
| | Plaza Bonita Rd to Willow St | 30,300 | 0.81 | D | 34,100 | 0.91 | E | 0.10 | Yes |
| | Willow St to Chula Vista City Limit | 32,500 | 0.87 | D | 34,100 | 0.91 | E | 0.04 | Yes |
| <i>Del Mar</i> | | | | | | | | | |
| Via de la Valle | Highway 101 to Jimmy Durante Blvd | 24,300 | 0.61 | C | 25,300 | 0.63 | C | 0.02 | No |
| <i>El Cajon</i> | | | | | | | | | |
| Jamacha Rd | Main St to Granite Hill Dr | 35,000 | 0.88 | E | 38,000 | 0.95 | E | 0.07 | Yes |
| | Granite Hill Dr to Grove Rd | 28,000 | 0.70 | C | 30,000 | 0.75 | D | 0.05 | No |
| Washington Ave | El Cajon Blvd to 1 st St | 24,500 | 0.61 | C | 25,800 | 0.65 | C | 0.04 | No |
| | 1 st St to Jamacha Rd | 22,000 | 0.55 | C | 23,000 | 0.58 | C | 0.03 | No |
| | Jamacha Rd to 3 rd St | 14,000 | 0.35 | A | 19,900 | 0.50 | B | 0.15 | No |

TABLE 5.1 (Continued)
SIGNIFICANT TRAFFIC IMPACTS
EXISTING COUNTY OF SAN DIEGO GENERAL PLAN VS. EXISTING CONDITIONS
(Existing Plan to Ground)

| Roadway | Segment | Existing | | | Existing GP | | | Δ in V/C | Significant Impact? |
|--------------------|------------------------------------|----------|------|-------|-------------|------|-----|-----------------|---------------------|
| | | ADT | V/C | LOS | ADT | V/C | LOS | | |
| Washington Ave | 3 rd St to Wichita Ave | 16,400 | 0.41 | B | 19,800 | 0.50 | B | 0.09 | No |
| | Wichita Ave to Granite Hill Dr | 12,400 | 0.31 | A | 15,600 | 0.39 | B | 0.08 | No |
| Main St | Magnolia Ave to Ballantyne St | 14,600 | 0.37 | A | 14,800 | 0.37 | A | 0.00 | No |
| | Ballantyne St to Mollison Ave | 15,500 | 0.39 | B | 18,300 | 0.46 | B | 0.07 | No |
| | Mollison Ave to 1 st St | 19,600 | 0.49 | B | 23,500 | 0.59 | C | 0.10 | No |
| | 1 st St to Orlando St | 16,500 | 0.41 | B | 17,600 | 0.44 | B | 0.03 | No |
| | Orlando St to Madison Ave | 20,400 | 0.51 | B | 22,800 | 0.57 | C | 0.06 | No |
| | Madison Ave to I-8 EB Ramps | 11,700 | 0.29 | A | 13,300 | 0.33 | A | 0.04 | No |
| Avocado Blvd | Main St to Washington Ave | 10,600 | 0.71 | D | 17,900 | 0.45 | B | -0.26 | No |
| | Washington Ave to Chase Ave | 17,300 | 1.15 | F | 18,600 | 0.47 | B | -0.68 | No |
| Bradley Ave | Cuyamaca St to Marshall Ave | 9,300 | 0.23 | A | 11,600 | 0.29 | A | 0.06 | No |
| | Marshall Ave to Johnson Ave | 20,800 | 0.52 | B | 22,200 | 0.56 | C | 0.04 | No |
| | Johnson Ave to Magnolia Ave | 15,900 | 0.40 | B | 18,000 | 0.45 | B | 0.05 | No |
| | Magnolia Ave to Graves Ave | 19,000 | 1.90 | F | 25,100 | 0.63 | C | -1.27 | No |
| | Graves Ave to 1 st St | 12,600 | 1.26 | F | 30,100 | 0.75 | D | -0.51 | No |
| 2 nd St | Pepper Dr to Persimmon Ave | 24,300 | 0.61 | C | 26,400 | 0.66 | C | 0.05 | No |
| | Persimmon Ave to Broadway | 32,000 | 0.80 | D | 39,000 | 0.98 | E | 0.18 | Yes |
| | Broadway to I-8 WB Ramps | 33,500 | 0.84 | D | 34,700 | 0.87 | D | 0.03 | No |
| | I-8 WB Ramps to Main St | 40,500 | 0.81 | D | 41,400 | 0.83 | D | 0.02 | No |
| Chase Ave | El Cajon Blvd to Mollison Ave | 24,400 | 0.61 | C | 26,800 | 0.67 | C | 0.06 | No |
| | Mollison Ave to Rancho Valle Ct | 18,400 | 0.46 | B | 21,000 | 0.53 | C | 0.07 | No |
| Greenfield Dr | I-8 EB Ramps to Bermuda Ln | 24,500 | 2.45 | F | 27,500 | 0.92 | E | -1.53 | No |
| | Bermuda Ln to La Cresta Rd | 21,000 | 2.10 | F | 25,000 | 0.83 | E | -1.27 | No |
| | La Cresta Rd to Madison Ave | 10,400 | 1.04 | F | 10,500 | 0.35 | B | -0.69 | No |
| | Madison Ave to Vista Del Escuela | 2,600 | 0.17 | A | 2,800 | 0.09 | A | -0.08 | No |
| | Vista Del Escuela to Orchard Ave | 500 | 0.03 | A | 500 | 0.02 | A | -0.01 | No |
| <i>Encinitas</i> | | | | | | | | | |
| El Camino Real | Encinitas Blvd to Santa Fe Dr | 37,100 | 0.65 | A - C | 38,000 | 0.67 | A-C | 0.02 | No |

TABLE 5.1 (Continued)
SIGNIFICANT TRAFFIC IMPACTS
EXISTING COUNTY OF SAN DIEGO GENERAL PLAN VS. EXISTING CONDITIONS
(Existing Plan to Ground)

| Roadway | Segment | Existing | | | Existing GP | | | Δ in V/C | Significant Impact? |
|-----------------------------------|---|----------|------|-------|-------------|------|-------|-----------------|---------------------|
| | | ADT | V/C | LOS | ADT | V/C | LOS | | |
| El Camino Real | Santa Fe Dr to Manchester Ave | 26,500 | 0.58 | A - C | 27,700 | 0.49 | A-C | -0.09 | No |
| El Camino Del Norte | Rancho Santa Fe Rd to Eastern City Limit | 7,300 | 0.52 | A - C | 10,000 | 0.50 | A-C | -0.02 | No |
| Encinitas Blvd | El Camino Real to Manchester Ave | 36,200 | 1.03 | F | 36,700 | 1.04 | F | 0.01 | No |
| Manchester Ave | I-5 NB Ramps to El Camino Real | 31,600 | 0.70 | A - C | 33,800 | 0.59 | A-C | -0.11 | No |
| | El Camino Real to Encinitas Blvd | 8,300 | 0.59 | A - C | 11,800 | 0.59 | A-C | 0.00 | No |
| Rancho Santa Fe Rd | Manchester Ave to Eastern City Limit | 22,700 | 1.14 | F | 23,000 | 1.15 | F | 0.01 | No |
| <i>Escondido</i> | | | | | | | | | |
| Centre City Pkwy | Country Club Ln to El Norte Pkwy | 15,400 | 0.42 | B | 24,100 | 0.65 | B | 0.23 | No |
| | El Norte Pkwy to SR-78 WB Ramps | 29,200 | 0.79 | C | 30,700 | 0.83 | Mid D | 0.04 | No |
| | SR-78 WB Ramps to Mission Ave | 34,500 | 0.93 | E | 46,700 | 0.93 | E | 0.00 | No |
| | Mission Ave to Washington Ave | 24,900 | 0.67 | C | 27,800 | 0.56 | C | -0.11 | No |
| | Washington Ave to 5 th Ave | 23,800 | 0.64 | B | 25,200 | 0.68 | C | 0.04 | No |
| | 5 th Ave to 13 th Ave | 26,100 | 0.71 | C | 26,300 | 0.71 | C | 0.00 | No |
| | 13 th Ave to Felicita Ave | 23,900 | 0.65 | B | 27,300 | 0.74 | C | 0.09 | No |
| | Felicita Ave to Centre City Rd | 30,000 | 0.81 | Mid D | 31,000 | 0.84 | Mid D | 0.03 | No |
| | Centre City Rd to Brotherton Rd | 39,400 | 1.06 | F | 43,100 | 1.16 | F | 0.10 | Yes |
| | Brotherton Rd to Citracado Pkwy | 32,600 | 0.88 | D- | 34,000 | 0.92 | E | 0.04 | Yes |
| Felicita Ave/17 th Ave | San Pasqual Valley Rd to Juniper St | 13,900 | 0.93 | E | 15,700 | 0.46 | B | -0.47 | No |
| | Juniper St to Escondido Blvd | 18,200 | 1.21 | F | 31,000 | 0.91 | E | -0.30 | No |
| | Escondido Blvd to Centre City Pkwy | 27,000 | 0.79 | C | 29,900 | 0.87 | D- | 0.08 | Yes |
| | Centre City Pkwy to Quince St | 23,600 | 1.57 | F | 26,300 | 0.77 | C | -0.80 | No |

TABLE 5.1 (Continued)
SIGNIFICANT TRAFFIC IMPACTS
EXISTING COUNTY OF SAN DIEGO GENERAL PLAN VS. EXISTING CONDITIONS
(Existing Plan to Ground)

| Roadway | Segment | Existing | | | Existing GP | | | Δ in V/C | Significant Impact? |
|----------------------------------|---------------------------------------|----------|------|-------|-------------|------|-------|-----------------|---------------------|
| | | ADT | V/C | LOS | ADT | V/C | LOS | | |
| Felicia Ave/17 th Ave | Quince St to Citracado Pkwy | 14,500 | 0.97 | E | 18,300 | 0.54 | B | -0.43 | No |
| Via Rancho Pkwy | Felicia Ave to Quiet Hills Dr | 15,900 | 0.43 | B | 22,200 | 0.60 | B | 0.17 | No |
| | Quiet Hills Dr to I-15 SB Ramps | 16,800 | 0.34 | B | 26,000 | 0.52 | C | 0.18 | No |
| | I-15 SB Ramps to I-15 NB Ramps | 34,100 | 0.57 | C | 41,000 | 0.68 | C | 0.11 | No |
| | I-15 NB Ramps to San Pasqual Rd | 32,800 | 0.55 | C | 42,300 | 0.71 | Mid D | 0.16 | No |
| Bear Valley Pkwy | San Pasqual Rd to Mary Ln | 27,900 | 0.75 | C | 29,100 | 0.79 | C | 0.04 | No |
| | Mary Ln to Las Palmas Ave | 23,000 | 0.62 | B | 25,600 | 0.69 | C | 0.07 | No |
| | Las Palmas Ave to Sunset Dr | 23,200 | 1.55 | F | 26,300 | 0.71 | C | -0.84 | No |
| | Sunset Dr to El Dorado Dr | 18,800 | 1.25 | F | 25,200 | 0.68 | C | -0.57 | No |
| | El Dorado Dr to San Pasqual Valley Rd | 27,300 | 1.82 | F | 33,200 | 0.90 | D- | -0.92 | No |
| | San Pasqual Valley Rd to Boyle Ave | 22,600 | 1.51 | F | 24,400 | 0.66 | B | -0.85 | No |
| | Boyle Ave to Hayden Dr | 18,000 | 0.49 | B | 19,100 | 0.52 | B | 0.03 | No |
| | Hayden Dr to Valley Pkwy | 17,300 | 1.15 | F | 17,700 | 0.48 | B | -0.67 | No |
| Valley Pkwy | Bear Valley Pkwy to Wanek Rd | 29,800 | 0.81 | Mid D | 30,100 | 0.50 | C | -0.31 | No |
| | Wanek Rd to Washington Ave | 26,000 | 0.70 | C | 25,800 | 0.43 | B | -0.27 | No |
| | Washington Ave to Lake Wohlford Rd | 34,200 | 2.28 | F | 48,000 | 0.69 | C | -1.59 | No |
| San Pasqual Valley Rd | Washington Ave to Birch Ave | 21,200 | 1.41 | F | 22,100 | 0.60 | B | -0.81 | No |
| San Pasqual Rd | Bear Valley Pkwy to Ryan Dr | 11,300 | 0.31 | A | 17,600 | 0.48 | B | 0.17 | No |
| Broadway | North Ave to Country Club Ln | 6,100 | 0.18 | A | 21,700 | 0.63 | B | 0.45 | No |
| | Country Club Ln to Bahia Ln | 9,000 | 0.60 | C | 14,200 | 0.42 | B | -0.18 | No |
| | Bahia Ln to El Norte Pkwy | 15,900 | 0.46 | B | 22,600 | 0.66 | B | 0.20 | No |
| <i>La Mesa</i> | | | | | | | | | |
| Bancroft Dr | Grossmont Blvd to Campo Rd | 7,800 | 0.78 | D | 8,000 | 0.80 | D | 0.02 | No |
| | Campo Rd to SR-94 WB Ramps | 11,600 | 1.16 | F | 12,300 | 0.41 | B | -0.75 | No |

TABLE 5.1 (Continued)
SIGNIFICANT TRAFFIC IMPACTS
EXISTING COUNTY OF SAN DIEGO GENERAL PLAN VS. EXISTING CONDITIONS
(Existing Plan to Ground)

| Roadway | Segment | Existing | | | Existing GP | | | Δ in V/C | Significant Impact? |
|----------------------|---------------------------------------|----------|------|-----|-------------|------|-----|-----------------|---------------------|
| | | ADT | V/C | LOS | ADT | V/C | LOS | | |
| Lemon Ave | La Mesa Blvd to Jackson Dr | 1,700 | 0.17 | A | 2,300 | 0.23 | A | 0.06 | No |
| | Jackson Dr to Marguerita Ln | 12,400 | 1.24 | F | 15,300 | 0.51 | C | -0.73 | No |
| | Marguerita Ln to Alto Dr | 7,700 | 0.77 | D | 10,900 | 0.36 | B | -0.41 | No |
| | Alto Dr to Lake Helix Dr | 4,500 | 0.45 | B | 6,800 | 0.23 | A | -0.22 | No |
| | Lake Helix Dr to Fuerte Dr | 1,500 | 0.15 | A | 3,600 | 0.12 | A | -0.03 | No |
| Fuerte Dr | Grossmont Dr to Avocado Blvd | 15,700 | 1.57 | F | 15,800 | 1.58 | F | 0.01 | No |
| Campo Rd | SR-125 to Bancroft Dr | 10,000 | 1.00 | F | 10,100 | 0.67 | D | -0.33 | No |
| | Bancroft Dr to Camino Paz | 17,000 | 1.70 | F | 17,200 | 0.57 | C | -1.13 | No |
| | Camino Paz to Kenwood Rd | 12,000 | 1.20 | F | 12,300 | 0.41 | B | -0.79 | No |
| | Kenwood Rd to Conrad Dr | 42,500 | 2.83 | F | 47,900 | 1.60 | F | -1.23 | No |
| | Conrad Dr to Granada Ave | 20,300 | 1.35 | F | 22,300 | 0.74 | D | -0.61 | No |
| | Granada Ave to Sweetwater Spring Blvd | 13,100 | 0.87 | E | 18,800 | 0.63 | C | -0.24 | No |
| <i>Lemon Grove</i> | | | | | | | | | |
| Troy St | Palm St to Sweetwater Rd | 9,000 | 0.30 | A | 10,300 | 0.34 | B | 0.04 | No |
| Sweetwater Rd | Broadway to Tyler St | 18,000 | 1.20 | F | 18,000 | 0.60 | C | -0.60 | No |
| | Tyler St to Jamacha Rd | 17,000 | 0.57 | C | 18,300 | 0.61 | C | 0.04 | No |
| <i>National City</i> | | | | | | | | | |
| 30th St | National City Blvd to Highland Ave | 7,000 | 0.18 | A | 8,100 | 0.20 | A | 0.02 | No |
| | Highland Ave to N 2nd Ave | 29,000 | 0.73 | C | 32,500 | 0.81 | D | 0.08 | No |
| Euclid Ave | Plaza Blvd to Sweetwater Rd | 8,500 | 0.57 | C | 10,100 | 0.25 | A | -0.32 | No |
| Plaza Blvd | National City Blvd to Highland Ave | 11,300 | 0.75 | D | 15,500 | 0.39 | B | -0.36 | No |
| | Highland Ave to Euclid Ave | 23,600 | 0.59 | C | 26,800 | 0.67 | C | 0.08 | No |
| <i>Oceanside</i> | | | | | | | | | |
| Melrose Dr | SR-76 to Old Ranch Rd | 9,500 | 0.19 | A | 32,000 | 0.64 | B | 0.45 | No |
| | Old Ranch Rd to Spur Ave | 2,300 | 0.06 | A | 33,800 | 0.68 | B | 0.62 | No |
| | Spur Ave to Santa Fe Ave | N/A | N/A | N/A | 36,400 | 0.73 | C | N/A | No |
| | Santa Fe Ave to Sagewood Rd | 11,700 | 0.29 | A | 35,600 | 0.59 | A | 0.30 | No |

TABLE 5.1 (Continued)
SIGNIFICANT TRAFFIC IMPACTS
EXISTING COUNTY OF SAN DIEGO GENERAL PLAN VS. EXISTING CONDITIONS
(Existing Plan to Ground)

| Roadway | Segment | Existing | | | Existing GP | | | Δ in V/C | Significant Impact? |
|--------------------|----------------------------------|----------|------|-----|-------------|------|-----|-----------------|---------------------|
| | | ADT | V/C | LOS | ADT | V/C | LOS | | |
| Melrose Dr | Sagewood Rd to Oceanside Blvd | 13,300 | 0.33 | A | 34,800 | 0.58 | A | 0.25 | No |
| North Santa Fe Ave | SR-76 to Melrose Dr | 23,100 | 0.58 | A | 23,800 | 0.60 | A | 0.02 | No |
| <i>Poway</i> | | | | | | | | | |
| Poway Rd | Spring Hurst Dr to Iola Way | 36,900 | 0.74 | C | 43,300 | 0.87 | D | 0.13 | No |
| | Iola Way to Oak Knoll Rd | 27,300 | 0.68 | C | 40,300 | 1.01 | F | 0.33 | Yes |
| | Oak Knoll Rd to Pomerado Rd | 36,000 | 0.90 | E | 39,900 | 1.00 | E | 0.10 | Yes |
| | Pomerado Rd to Carriage Rd | 33,500 | 0.84 | D | 37,800 | 0.95 | E | 0.11 | Yes |
| | Carriage Rd to Community Rd | 36,500 | 0.91 | E | 40,300 | 1.01 | F | 0.10 | Yes |
| | Community Rd to Midland Rd | 35,400 | 0.79 | D | 39,000 | 0.87 | D | 0.08 | No |
| | Midland Rd to Ann O Reno Ln | 24,500 | 0.61 | C | 28,200 | 0.71 | C | 0.10 | No |
| | Ann O Reno Ln to Garden Rd | 12,500 | 0.31 | A | 18,600 | 0.47 | B | 0.16 | No |
| | Garden Rd to Silver Ridge Rd | 17,000 | 1.13 | F | 14,000 | 0.93 | E | -0.20 | No |
| | Silver Ridge Rd to Espola Rd | 12,900 | 0.86 | D | 13,700 | 0.91 | E | 0.05 | Yes |
| | Espola Rd to SR-67 | 18,800 | 1.88 | F | 21,200 | 2.12 | F | 0.24 | Yes |
| Scripps Poway Pkwy | Springbrook Dr to Community Rd | 49,400 | 0.82 | C | 58,000 | 0.97 | E | 0.15 | Yes |
| | Community Rd to Danielson St | 19,600 | 0.33 | A | 36,000 | 0.60 | C | 0.27 | No |
| | Danielson St to SR-67 | 19,200 | 0.48 | B | 36,500 | 0.61 | C | 0.13 | No |
| Twin Peaks Rd | Pomerado Rd to Ted William Pkwy | 37,700 | 0.94 | E | 41,500 | 0.69 | C | -0.25 | No |
| | Ted William Pkwy to Community Rd | 44,000 | 1.10 | F | 51,500 | 0.86 | D | -0.24 | No |
| | Community Rd to Tierra Bonita Rd | 29,000 | 0.73 | C | 34,300 | 0.86 | D | 0.13 | No |
| | Tierra Bonita Rd to Espola Rd | 24,200 | 0.61 | C | 29,400 | 0.74 | C | 0.13 | No |
| Espola Rd | Twin Peaks to Poway Rd | 18,000 | 1.80 | F | 24,600 | 0.82 | D | -0.98 | No |
| Ted Williams Pkwy | Highland Ranch Rd to Pomerado Rd | 31,200 | 0.52 | B | 42,500 | 0.71 | C | 0.19 | No |
| | Pomerado Rd to Twin Peaks Rd | 18,800 | 0.47 | B | 20,100 | 0.34 | A | -0.13 | No |

TABLE 5.1 (Continued)
SIGNIFICANT TRAFFIC IMPACTS
EXISTING COUNTY OF SAN DIEGO GENERAL PLAN VS. EXISTING CONDITIONS
(Existing Plan to Ground)

| Roadway | Segment | Existing | | | Existing GP | | | Δ in V/C | Significant Impact? |
|---------------------|-------------------------------------|----------|-------------------|----------------|-------------|------|-----|-----------------|---------------------|
| | | ADT | V/C | LOS | ADT | V/C | LOS | | |
| San Diego | | | | | | | | | |
| Camino del Norte | Camino San Bernardo to I-15 | 35,900 | 0.60 | C | 54,000 | 0.90 | D | 0.30 | No |
| Rancho Bernardo Rd | Via Del Campo to W. Bernardo Dr | 23,700 | 0.59 | C | 36,700 | 0.92 | E | 0.33 | Yes |
| | W. Bernardo Dr to I-15 | 47,400 | 1.19 | F | 56,900 | 1.42 | F | 0.23 | Yes |
| Scripps Poway Pkwy | I-15 to Spring Canyon Rd | 52,900 | 0.88 | D | 61,300 | 1.02 | F | 0.14 | Yes |
| | Spring Canyon Rd to Springbrook Dr | 25,900 | 0.65 | C | 29,600 | 0.74 | C | 0.09 | No |
| Via de la Valle | Jimmy Durante Blvd to I-15 NB Ramps | 31,200 | 0.78 | D | 37,900 | 0.95 | E | 0.17 | Yes |
| | I-15 NB Ramps to San Andres Dr | 37,700 | 0.94 | E | 40,200 | 1.01 | F | 0.07 | Yes |
| | San Andres Dr to El Camino Real | 22,500 | 2.25 | F | 27,100 | 2.71 | F | 0.46 | Yes |
| Airway Rd | Michael Faraday Dr to SR-905 | 6,600 | 0.73 | C | 16,100 | 1.78 | F | 1.05 | Yes |
| Siempre Viva Rd | La Media Rd to SR-905 | 10,900 | 0.22 ¹ | A ¹ | 18,000 | 0.36 | A | 0.14 | No |
| | SR-905 to Enrico Fermi Dr | 19,400 | 0.49 | B | 50,700 | 1.27 | F | 0.78 | Yes |
| San Marcos | | | | | | | | | |
| Las Posas Rd | Borden Rd to Avenida Azul | 6,300 | 0.16 | A | 21,400 | 0.54 | C | 0.38 | No |
| | Avenida Azul to Mission Rd | 8,900 | 0.18 | A | 28,100 | 0.56 | C | 0.38 | No |
| | Mission Rd to SR-78 WB Ramps | 24,300 | 0.49 | B | 35,400 | 0.71 | D | 0.22 | No |
| | SR-78 WB Ramps to Grand Ave | 37,700 | 0.75 | D | 55,500 | 1.11 | F | 0.36 | Yes |
| | Grand Ave to Vista Dr | 15,900 | 0.53 | C | 31,000 | 1.03 | F | 0.50 | Yes |
| | Vista Dr to Stone Dr | 12,100 | 0.40 | B | 25,100 | 0.84 | E | 0.44 | Yes |
| | Stone Dr to San Marcos Blvd | 9,900 | 0.33 | A | 21,100 | 0.70 | D | 0.37 | No |
| Twin Oaks Valley Rd | Deer Springs Rd to Buena Creek Rd | 16,800 | 1.12 | F | 22,000 | 0.55 | C | -0.57 | No |
| | Buena Creek Rd to Olive St | 11,800 | 0.79 | D | 20,900 | 0.52 | B | -0.27 | No |
| La Cieniega Rd | Twin Oak Valley Rd to Mulberry Dr | 5,100 | 0.34 | B | 6,300 | 0.42 | B | 0.08 | No |
| Mulberry Dr | Olive St to La Cieniega Rd | 1,800 | 0.12 | A | 6,200 | 0.41 | B | 0.29 | No |

TABLE 5.1 (Continued)
SIGNIFICANT TRAFFIC IMPACTS
EXISTING COUNTY OF SAN DIEGO GENERAL PLAN VS. EXISTING CONDITIONS
(Existing Plan to Ground)

| Roadway | Segment | Existing | | | Existing GP | | | Δ in V/C | Significant Impact? |
|---------------------|--------------------------------------|----------|------|-----|-------------|------|-----|--------------------|------------------------|
| | | ADT | V/C | LOS | ADT | V/C | LOS | | |
| Santee | | | | | | | | | |
| Mast Blvd | Medina Dr to Halberns Blvd | 21,000 | 0.53 | C | 22,400 | 0.56 | C | 0.03 | No |
| | Halberns Blvd to Shirley Garden | 22,000 | 0.55 | C | 23,200 | 0.58 | C | 0.03 | No |
| | Shirley Garden to Magnolia Ave | 21,700 | 0.72 | D | 25,900 | 0.86 | E | 0.14 | Yes |
| | Magnolia Ave to Los Ranchitos Rd | 7,300 | 0.73 | C | 18,800 | 0.47 | B | -0.26 | No |
| | west of Pine Grove | 5,000 | 0.13 | A | 24,500 | 0.61 | C | 0.48 | No |
| | Pine Grove to Riverford Rd | 7,000 | 0.18 | A | 11,300 | 0.28 | A | 0.10 | No |
| El Nopal | Cuyamaca St to Magnolia Ave | 4,500 | 0.45 | B | 5,500 | 0.55 | C | 0.10 | No |
| | Magnolia Ave to Aquila Dr | 8,900 | 0.59 | C | 10,400 | 0.69 | D | 0.10 | No |
| Woodside Ave | Magnolia Ave to SR-67 | 32,000 | 0.80 | D | 37,700 | 0.94 | E | 0.14 | Yes |
| | SR-67 to Shadow Hill Rd | 16,000 | 1.07 | F | 23,600 | 0.59 | C | -0.48 | No |
| | Shadow Hill Rd to Northcode Rd | 7,000 | 0.47 | C | 8,400 | 0.56 | C | 0.09 | No |
| | Northcode Rd to Security Way | 5,000 | 0.50 | B | 7,000 | 0.18 | A | -0.32 | No |
| | Security Way to SR-67 | 10,000 | 1.00 | F | 18,600 | 0.47 | B | -0.53 | No |
| | SR-67 to Riverford Rd | 21,800 | 2.18 | F | 31,400 | 0.79 | D | -1.39 | No |
| Solana Beach | | | | | | | | | |
| Highway 101 | Ocean St to Lomas Santa Fe Dr | 29,900 | 0.75 | C | 34,100 | 0.85 | D | 0.10 | No |
| | Lomas Santa Fe Dr to Via De la Valle | 19,900 | 0.50 | B | 25,500 | 0.64 | C | 0.14 | No |
| Lomas Santa Fe Dr | Highway 101 to Stevens Ave | 11,900 | 0.30 | A | 16,500 | 0.41 | B | 0.11 | No |
| | Stevens Ave to Solana Hills Dr | 17,800 | 0.45 | B | 22,100 | 0.55 | C | 0.10 | No |
| | Solana Hills Dr to I-5 SB Ramps | 31,700 | 0.79 | D | 37,600 | 0.94 | E | 0.15 | Yes |
| | I-5 SB Ramps to Via Mil Cumbres | 28,300 | 0.71 | C | 36,100 | 0.90 | E | 0.19 | Yes |
| | Via Mil Cumbres to Highland Dr | 8,900 | 0.22 | A | 16,100 | 0.40 | B | 0.18 | No |
| Steven Ave | Lomas Santa Fe Dr to Academy Dr | 13,000 | 0.43 | B | 19,300 | 0.64 | C | 0.21 | No |

TABLE 5.1 (Continued)
SIGNIFICANT TRAFFIC IMPACTS
EXISTING COUNTY OF SAN DIEGO GENERAL PLAN VS. EXISTING CONDITIONS
(Existing Plan to Ground)

| Roadway | Segment | Existing | | | Existing GP | | | Δ in V/C | Significant Impact? |
|----------------|-----------------------------------|----------|------|-----|-------------|------|-----|-----------------|---------------------|
| | | ADT | V/C | LOS | ADT | V/C | LOS | | |
| Steven Ave | Academy Dr to La Colonia Park | 11,900 | 1.19 | F | 13,200 | 0.44 | B | -0.75 | No |
| | La Colonia Park to Nardo Ave | 11,900 | 0.40 | B | 13,200 | 0.44 | B | 0.04 | No |
| | Nardo Ave to Valley Ave | 11,000 | 0.37 | B | 16,100 | 0.54 | C | 0.17 | No |
| Valley Ave | Stevens Ave to Via De la Valle | 13,000 | 0.87 | F | 21,300 | 0.71 | D | -0.16 | No |
| Highland Dr | El Camino Real to San Andres Dr | 5,000 | 0.50 | B | 5,500 | 0.55 | C | 0.05 | No |
| <i>Vista</i> | | | | | | | | | |
| Sycamore Ave | SR-78 EB Ramps to Hibiscus Way | 48,900 | 0.82 | D | 57,300 | 0.96 | E | 0.14 | Yes |
| Monte Vista Dr | South Santa Fe Ave to Cypress Ave | 8,700 | 0.99 | E | 15,600 | 0.39 | A | -0.60 | No |
| | Cypress Ave to Foothill Dr | 4,800 | 0.55 | A | 11,100 | 0.28 | A | -0.27 | No |

Source: Wilson & Company; January 2009

Notes:

Bold letters indicate substandard LOS.

Δ in V/C = The change in the volume to capacity ratio between the two scenarios.

N/A = This segment does not currently exist.

¹ The segment of Siempre Viva Road between La Media Rd and Avenida Costa Brava/Melksee Street is not currently constructed to a 6-lane major arterial, and would have a LOS E capacity of 22,500 ADT, resulting in an acceptable LOS B along this segment and a V/C ratio of .48.

Table 5.2 summarizes the results of Table 5.1 by identifying the number of significantly impacted roadway segments in the adjacent incorporated jurisdictions based upon the comparison of the future year buildout of the existing County of San Diego General Plan to Existing Conditions. As shown, a total of 33 roadway segments are identified as being significantly impacted under this scenario.

TABLE 5.2
SUMMARY OF SIGNIFICANT IMPACTED SEGMENTS
EXISTING COUNTY OF SAN DIEGO GENERAL PLAN VS. EXISTING CONDITIONS
(Existing Plan to Ground)

| Jurisdiction | Total Number Analyzed | Number of Significantly Impacted Segments |
|---------------|---------------------------------|---|
| Carlsbad | 9 | 0 |
| Chula Vista | 13 | 5 |
| Del Mar | 1 | 0 |
| El Cajon | 31 | 2 |
| Encinitas | 7 | 0 |
| Escondido | 35 | 3 |
| La Mesa | 14 | 0 |
| Lemon Grove | 3 | 0 |
| National City | 5 | 0 |
| Oceanside | 6 (5 under Existing) | 0 |
| Poway | 21 | 7 |
| San Diego | 11 | 8 |
| San Marcos | 11 | 3 |
| Santee | 14 | 2 |
| Solana Beach | 13 | 2 |
| Vista | 3 | 1 |
| Total | 197 (196 under Existing) | 33 |

Source: Wilson & Company; January 2009

5.2 Comparison of Proposed County of San Diego General Plan to Existing Conditions

Table 5.3 compares projected roadway performance on the key roadway segments within the adjacent incorporated jurisdictions under the proposed County of San Diego General Plan (Referral Map) to Existing conditions, and displays the resulting significant impacts.

TABLE 5.3
SIGNIFICANT TRAFFIC IMPACTS
COUNTY OF SAN DIEGO GENERAL PLAN UPDATE (REFERRAL MAP) VS. EXISTING CONDITIONS
(Proposed Plan to Ground)

| Roadway | Segment | Existing | | | GP Update | | | Δ in V/C | Significant Impact? |
|--------------------|---|----------|------|-----|-----------|------|-----|--------------------|------------------------|
| | | ADT | V/C | LOS | ADT | V/C | LOS | | |
| <i>Carlsbad</i> | | | | | | | | | |
| Cannon Rd | I-5 NB Ramps to Paseo Del Norte | 22,200 | 0.56 | C | 27,000 | 0.68 | C | 0.12 | No |
| | Paseo Del Norte to Car Country Dr | 8,100 | 0.20 | A | 14,400 | 0.36 | A | 0.16 | No |
| | Car Country Dr to Faraday Ave | 14,200 | 0.36 | A | 28,500 | 0.71 | C | 0.35 | No |
| | Faraday Ave to El Camino Real | 9,100 | 0.23 | A | 22,700 | 0.57 | C | 0.34 | No |
| | El Camino Real to College Blvd | 9,100 | 0.61 | C | 19,300 | 0.48 | B | -0.13 | No |
| | Leisure Village Dr to Shadowridge Dr | 4,100 | 0.10 | A | 24,000 | 0.60 | C | 0.50 | No |
| | Shadowridge Dr to Lake Blvd | 9,700 | 0.24 | A | 21,600 | 0.54 | C | 0.30 | No |
| | Lake Blvd to Melrose Dr | 15,700 | 0.39 | B | 26,300 | 0.66 | C | 0.27 | No |
| | Melrose Dr to Mar Vista Dr | 400 | 0.01 | A | 12,500 | 0.31 | A | 0.30 | No |
| <i>Chula Vista</i> | | | | | | | | | |
| Heritage Rd | Main Street to Chula Vista City Limit | 14,800 | 0.24 | A | 21,000 | 0.34 | A | 0.10 | No |
| La Media Rd | Telegraph Canyon Rd to Palomar St | 19,200 | 0.31 | A | 28,100 | 0.45 | A | 0.14 | No |
| | Palomar St to Olympic Pkwy | 3,900 | 0.06 | A | 14,600 | 0.23 | A | 0.17 | No |
| | Olympic Pkwy to Santa Venetia St | 1,200 | 0.02 | A | 19,500 | 0.31 | A | 0.29 | No |
| | Santa Venetia St to Birch Rd | 1,900 | 0.03 | A | 24,700 | 0.40 | A | 0.37 | No |
| Proctor Valley Rd | Northwoods Dr to Chula Vista City Limit | 700 | 0.07 | A | 7,700 | 0.21 | A | 0.14 | No |
| Otay Lakes Rd | Wueste Rd to Chula Vista City Limit | 3,200 | 0.34 | A | 27,500 | 0.44 | A | 0.10 | No |
| Willow St | Sweetwater Rd to Bonita Rd | 17,000 | 1.81 | F | 18,500 | 0.49 | A | -1.32 | No |
| Bonita Rd | Bonita Glen Dr to I-805 SB Ramps | 34,300 | 0.91 | E | 37,800 | 1.01 | F | 0.10 | Yes |
| | I-805 SB Ramps to I-805 NB Ramps | 54,000 | 1.44 | F | 55,500 | 1.48 | F | 0.04 | Yes |
| | I-805 NB Ramps to Plaza Bonita Rd | 42,400 | 1.13 | F | 43,500 | 1.16 | F | 0.03 | Yes |

TABLE 5.3 (Continued)
SIGNIFICANT TRAFFIC IMPACTS
COUNTY OF SAN DIEGO GENERAL PLAN UPDATE (REFERRAL MAP) VS. EXISTING CONDITIONS
(Proposed Plan to Ground)

| Roadway | Segment | Existing | | | GP Update | | | Δ in V/C | Significant Impact? |
|-----------------|-------------------------------------|----------|------|-----|-----------|------|-----|-----------------|---------------------|
| | | ADT | V/C | LOS | ADT | V/C | LOS | | |
| Bonita Rd | Plaza Bonita Rd to Willow St | 30,300 | 0.81 | D | 33,900 | 0.90 | E | 0.09 | Yes |
| | Willow St to Chula Vista City Limit | 32,500 | 0.87 | D | 39,000 | 1.04 | F | 0.17 | Yes |
| <i>Del Mar</i> | | | | | | | | | |
| Via de la Valle | Highway 101 to Jimmy Durante Blvd | 40,000 | 0.61 | C | 25700 | 0.64 | C | 0.03 | No |
| <i>El Cajon</i> | | | | | | | | | |
| Jamacha Rd | Main St to Granite Hill Dr | 35,000 | 0.88 | E | 37,000 | 0.93 | E | 0.05 | Yes |
| | Granite Hill Dr to Grove Rd | 28,000 | 0.70 | C | 28,500 | 0.71 | C | 0.01 | No |
| Washington Ave | El Cajon Blvd to 1 st St | 24,500 | 0.61 | C | 25,200 | 0.63 | C | 0.02 | No |
| | 1 st St to Jamacha Rd | 22,000 | 0.55 | C | 22,500 | 0.56 | C | 0.01 | No |
| | Jamacha Rd to 3 rd St | 14,000 | 0.35 | A | 16,600 | 0.42 | B | 0.07 | No |
| | 3 rd St to Wichita Ave | 16,400 | 0.41 | B | 18,100 | 0.45 | B | 0.04 | No |
| | Wichita Ave to Granite Hill Dr | 12,400 | 0.31 | A | 13,700 | 0.34 | A | 0.03 | No |
| Main St | Magnolia Ave to Ballantyne St | 14,600 | 0.37 | A | 14,900 | 0.37 | A | 0.00 | No |
| | Ballantyne St to Mollison Ave | 15,500 | 0.39 | B | 18,000 | 0.45 | B | 0.06 | No |
| | Mollison Ave to 1 st St | 19,600 | 0.49 | B | 23,800 | 0.60 | C | 0.11 | No |
| | 1 st St to Orlando St | 16,500 | 0.41 | B | 17,900 | 0.45 | B | 0.04 | No |
| | Orlando St to Madison Ave | 20,400 | 0.51 | B | 23,400 | 0.59 | C | 0.08 | No |
| | Madison Ave to I-8 EB Ramps | 11,700 | 0.29 | A | 12,500 | 0.31 | A | 0.02 | No |
| Avocado Blvd | Main St to Washington Ave | 10,600 | 0.71 | D | 17,500 | 0.44 | B | -0.27 | No |
| | Washington Ave to Chase Ave | 17,300 | 1.15 | F | 18,100 | 0.45 | B | -0.70 | No |
| Bradley Ave | Cuyamaca St to Marshall Ave | 9,300 | 0.23 | A | 10,900 | 0.27 | A | 0.04 | No |
| | Marshall Ave to Johnson Ave | 20,800 | 0.52 | B | 21,200 | 0.53 | C | 0.01 | No |

TABLE 5.3 (Continued)
SIGNIFICANT TRAFFIC IMPACTS
COUNTY OF SAN DIEGO GENERAL PLAN UPDATE (REFERRAL MAP) VS. EXISTING CONDITIONS
(Proposed Plan to Ground)

| Roadway | Segment | Existing | | | GP Update | | | Δ in V/C | Significant Impact? |
|---------------------|--|----------|------|-------|-----------|------|-----|-----------------|---------------------|
| | | ADT | V/C | LOS | ADT | V/C | LOS | | |
| | Johnson Ave to Magnolia Ave | 15,900 | 0.40 | B | 16,700 | 0.42 | B | 0.02 | No |
| | Magnolia Ave to Graves Ave | 19,000 | 1.90 | F | 26,400 | 0.66 | C | -1.24 | No |
| | Graves Ave to 1 st St | 12,600 | 1.26 | F | 29,900 | 0.75 | C | -0.51 | No |
| 2 nd St | Pepper Dr to Persimmon Ave | 24,300 | 0.61 | C | 25,900 | 0.65 | C | 0.04 | No |
| | Persimmon Ave to Broadway | 32,000 | 0.80 | D | 36,100 | 0.90 | E | 0.10 | Yes |
| | Broadway to I-8 WB Ramps | 33,500 | 0.84 | D | 38,900 | 0.97 | E | 0.13 | Yes |
| | I-8 WB Ramps to Main St | 40,500 | 0.81 | D | 42,900 | 0.86 | D | 0.05 | No |
| Chase Ave | El Cajon Blvd to Mollison Ave | 24,400 | 0.61 | C | 25,600 | 0.64 | C | 0.03 | No |
| | Mollison Ave to Rancho Valle Ct | 18,400 | 0.46 | B | 19,600 | 0.49 | B | 0.03 | No |
| Greenfield Dr | I-8 EB Ramps to Bermuda Ln | 24,500 | 2.45 | F | 26,000 | 0.87 | E | -1.58 | No |
| | Bermuda Ln to La Cresta Rd | 21,000 | 2.10 | F | 24,800 | 0.83 | D | -1.27 | No |
| | La Cresta Rd to Madison Ave | 10,400 | 1.04 | F | 10,600 | 0.35 | B | -0.69 | No |
| | Madison Ave to Vista Del Escuela | 2,600 | 0.17 | A | 2,800 | 0.09 | A | -0.08 | No |
| | Vista Del Escuela to Orchard Ave | 500 | 0.03 | A | 500 | 0.02 | A | -0.01 | No |
| Encinitas | | | | | | | | | |
| El Camino Real | Encinitas Blvd to Santa Fe Dr | 37,100 | 0.67 | A - C | 37,600 | 0.66 | A-C | -0.01 | No |
| | Santa Fe Dr to Manchester Ave | 26,500 | 0.49 | A - C | 27,200 | 0.48 | A-C | -0.01 | No |
| El Camino Del Norte | Rancho Santa Fe Rd to Eastern City Limit | 7,300 | 0.50 | A - C | 10,100 | 0.51 | A-C | 0.01 | No |
| Encinitas Blvd | El Camino Real to Manchester Ave | 36,200 | 1.04 | F | 36,900 | 1.05 | F | 0.01 | No |
| Manchester Ave | I-5 NB Ramps to El Camino Real | 31,600 | 0.59 | A - C | 33,000 | 0.58 | A-C | -0.01 | No |

TABLE 5.3 (Continued)
SIGNIFICANT TRAFFIC IMPACTS
COUNTY OF SAN DIEGO GENERAL PLAN UPDATE (REFERRAL MAP) VS. EXISTING CONDITIONS
(Proposed Plan to Ground)

| Roadway | Segment | Existing | | | GP Update | | | Δ in V/C | Significant Impact? |
|-----------------------------------|---|----------|------|-------|-----------|------|-------|-----------------|---------------------|
| | | ADT | V/C | LOS | ADT | V/C | LOS | | |
| | El Camino Real to Encinitas Blvd | 8,300 | 0.59 | A - C | 11,900 | 0.60 | A-C | 0.01 | No |
| Rancho Santa Fe Rd | Manchester Ave to Eastern City Limit | 22,700 | 1.15 | F | 24,500 | 1.23 | F | 0.08 | Yes |
| <i>Escondido</i> | | | | | | | | | |
| Centre City Pkwy | Country Club Ln to El Norte Pkwy | 15,400 | 0.42 | B | 23,100 | 0.62 | B | 0.20 | No |
| | El Norte Pkwy to SR-78 WB Ramps | 29,200 | 0.79 | C | 28,600 | 0.77 | C | -0.02 | No |
| | SR-78 WB Ramps to Mission Ave | 34,500 | 0.93 | E | 43,500 | 0.87 | E | -0.06 | No |
| | Mission Ave to Washington Ave | 24,900 | 0.67 | C | 26,500 | 0.53 | C | -0.14 | No |
| | Washington Ave to 5 th Ave | 23,800 | 0.64 | B | 23,800 | 0.64 | B | 0.00 | No |
| | 5 th Ave to 13 th Ave | 26,100 | 0.71 | C | 25,500 | 0.69 | C | -0.02 | No |
| | 13 th Ave to Felicita Ave | 23,900 | 0.65 | B | 26,400 | 0.71 | C | 0.06 | No |
| Centre City Pkwy | Felicita Ave to Centre City Rd | 30,000 | 0.81 | Mid D | 31,100 | 0.84 | Mid D | 0.03 | No |
| | Centre City Rd to Brotherton Rd | 39,400 | 1.06 | F | 43,400 | 1.17 | F | 0.11 | Yes |
| | Brotherton Rd to Citracado Pkwy | 32,600 | 0.88 | D- | 34,200 | 0.92 | E | 0.04 | Yes |
| Felicita Ave/17 th Ave | San Pasqual Valley Rd to Juniper St | 13,900 | 0.93 | E | 23,600 | 0.69 | C | -0.24 | No |
| | Juniper St to Escondido Blvd | 18,200 | 1.21 | F | 33,500 | 0.98 | E | -0.23 | No |
| | Escondido Blvd to Centre City Pkwy | 27,000 | 0.79 | C | 29,700 | 0.87 | D- | 0.08 | Yes |
| | Centre City Pkwy to Quince St | 23,600 | 1.57 | F | 25,800 | 0.75 | C | -0.82 | No |
| | Quince St to Citracado Pkwy | 14,500 | 0.97 | E | 17,700 | 0.52 | B | -0.45 | No |
| Via Rancho Pkwy | Felicita Ave to Quiet Hills Dr | 15,900 | 0.43 | B | 23,100 | 0.62 | B | 0.19 | No |
| | Quiet Hills Dr to I-15 SB Ramps | 16,800 | 0.34 | B | 27,500 | 0.55 | C | 0.21 | No |

TABLE 5.3 (Continued)
SIGNIFICANT TRAFFIC IMPACTS
COUNTY OF SAN DIEGO GENERAL PLAN UPDATE (REFERRAL MAP) VS. EXISTING CONDITIONS
(Proposed Plan to Ground)

| Roadway | Segment | Existing | | | GP Update | | | Δ in V/C | Significant Impact? |
|-----------------------|---------------------------------------|----------|------|-------|-----------|------|-------|-----------------|---------------------|
| | | ADT | V/C | LOS | ADT | V/C | LOS | | |
| | I-15 SB Ramps to I-15 NB Ramps | 34,100 | 0.57 | C | 43,000 | 0.72 | Mid D | 0.15 | No |
| | I-15 NB Ramps to San Pasqual Rd | 32,800 | 0.55 | C | 42,100 | 0.70 | Mid D | 0.15 | No |
| Bear Valley Pkwy | San Pasqual Rd to Mary Ln | 27,900 | 0.75 | C | 35,300 | 0.95 | E | 0.20 | Yes |
| | Mary Ln to Las Palmas Ave | 23,000 | 0.62 | B | 30,400 | 0.82 | Mid D | 0.20 | No |
| | Las Palmas Ave to Sunset Dr | 23,200 | 1.55 | F | 30,800 | 0.83 | Mid D | -0.72 | No |
| | Sunset Dr to El Dorado Dr | 18,800 | 1.25 | F | 28,600 | 0.77 | C | -0.48 | No |
| | El Dorado Dr to San Pasqual Valley Rd | 27,300 | 1.82 | F | 36,000 | 0.97 | E | -0.85 | No |
| | San Pasqual Valley Rd to Boyle Ave | 22,600 | 1.51 | F | 28,100 | 0.76 | C | -0.75 | No |
| | Boyle Ave to Hayden Dr | 18,000 | 0.49 | B | 23,800 | 0.64 | B | 0.15 | No |
| | Hayden Dr to Valley Pkwy | 17,300 | 1.15 | F | 24,000 | 0.65 | B | -0.50 | No |
| Valley Pkwy | Bear Valley Pkwy to Wanek Rd | 29,800 | 0.81 | Mid D | 33,700 | 0.56 | C | -0.25 | No |
| | Wanek Rd to Washington Ave | 26,000 | 0.70 | C | 29,200 | 0.49 | B | -0.21 | No |
| Valley Pkwy | Washington Ave to Lake Wohlford Rd | 34,200 | 2.28 | F | 53,400 | 0.76 | Mid D | -1.52 | No |
| San Pasqual Valley Rd | Washington Ave to Birch Ave | 21,200 | 1.41 | F | 24,100 | 0.65 | B | -0.76 | No |
| San Pasqual Rd | Bear Valley Pkwy to Ryan Dr | 11,300 | 0.31 | A | 12,300 | 0.33 | A | 0.02 | No |
| Broadway | North Ave to Country Club Ln | 6,100 | 0.18 | A | 15,400 | 0.45 | B | 0.27 | No |
| | Country Club Ln to Bahia Ln | 9,000 | 0.60 | C | 16,000 | 0.47 | B | -0.13 | No |
| | Bahia Ln to El Norte Pkwy | 15,900 | 0.46 | B | 20,100 | 0.59 | B | 0.13 | No |

TABLE 5.3 (Continued)
SIGNIFICANT TRAFFIC IMPACTS
COUNTY OF SAN DIEGO GENERAL PLAN UPDATE (REFERRAL MAP) VS. EXISTING CONDITIONS
(Proposed Plan to Ground)

| Roadway | Segment | Existing | | | GP Update | | | Δ in V/C | Significant Impact? |
|--------------------|---------------------------------------|----------|------|-----|-----------|------|-----|-----------------|---------------------|
| | | ADT | V/C | LOS | ADT | V/C | LOS | | |
| <i>La Mesa</i> | | | | | | | | | |
| Bancroft Dr | Grossmont Blvd to Campo Rd | 7,800 | 0.78 | D | 8,000 | 0.80 | D | 0.02 | No |
| | Campo Rd to SR-94 WB Ramps | 11,600 | 1.16 | F | 12,700 | 0.42 | B | -0.74 | No |
| Lemon Ave | La Mesa Blvd to Jackson Dr | 1,700 | 0.17 | A | 2,100 | 0.21 | A | 0.04 | No |
| | Jackson Dr to Marguerita Ln | 12,400 | 1.24 | F | 14,000 | 0.47 | C | -0.77 | No |
| | Marguerita Ln to Alto Dr | 7,700 | 0.77 | D | 9,500 | 0.32 | A | -0.45 | No |
| | Alto Dr to Lake Helix Dr | 4,500 | 0.45 | B | 5,800 | 0.19 | A | -0.26 | No |
| | Lake Helix Dr to Fuerte Dr | 1,500 | 0.15 | A | 2,700 | 0.09 | A | -0.06 | No |
| Fuerte Dr | Grossmont Dr to Avocado Blvd | 15,700 | 1.57 | F | 18,500 | 1.85 | F | 0.28 | Yes |
| Campo Rd | SR-125 to Bancroft Dr | 10,000 | 1.00 | F | 10,700 | 0.71 | D | -0.29 | No |
| | Bancroft Dr to Camino Paz | 17,000 | 1.70 | F | 17,600 | 0.59 | C | -1.11 | No |
| | Camino Paz to Kenwood Rd | 12,000 | 1.20 | F | 12,400 | 0.41 | B | -0.79 | No |
| | Kenwood Rd to Conrad Dr | 42,500 | 2.83 | F | 47,500 | 1.58 | F | -1.25 | No |
| | Conrad Dr to Granada Ave | 20,300 | 1.35 | F | 20,300 | 0.68 | D | -0.67 | No |
| | Granada Ave to Sweetwater Spring Blvd | 13,100 | 0.87 | E | 17,800 | 0.59 | C | -0.28 | No |
| <i>Lemon Grove</i> | | | | | | | | | |
| Troy St | Palm St to Sweetwater Rd | 9,000 | 0.30 | A | 9,700 | 0.32 | A | 0.02 | No |
| Sweetwater Rd | Broadway to Tyler St | 18,000 | 1.20 | F | 19,200 | 0.64 | C | -0.56 | No |
| | Tyler St to Jamacha Rd | 17,000 | 0.57 | C | 21,100 | 0.70 | D | 0.13 | No |

TABLE 5.3 (Continued)
SIGNIFICANT TRAFFIC IMPACTS
COUNTY OF SAN DIEGO GENERAL PLAN UPDATE (REFERRAL MAP) VS. EXISTING CONDITIONS
(Proposed Plan to Ground)

| Roadway | Segment | Existing | | | GP Update | | | Δ in V/C | Significant Impact? |
|----------------------|------------------------------------|----------|------|-----|-----------|------|-----|-----------------|---------------------|
| | | ADT | V/C | LOS | ADT | V/C | LOS | | |
| <i>National City</i> | | | | | | | | | |
| 30th St | National City Blvd to Highland Ave | 7,000 | 0.18 | A | 8,000 | 0.20 | A | 0.02 | No |
| 30th St | Highland Ave to N 2nd Ave | 29,000 | 0.73 | C | 33,200 | 0.83 | D | 0.10 | No |
| Euclid Ave | Plaza Blvd to Sweetwater Rd | 8,500 | 0.57 | C | 10,100 | 0.25 | A | -0.32 | No |
| Plaza Blvd | National City Blvd to Highland Ave | 11,300 | 0.75 | D | 16,000 | 0.40 | B | -0.35 | No |
| | Highland Ave to Euclid Ave | 23,600 | 0.59 | C | 26,600 | 0.67 | C | 0.08 | No |
| <i>Oceanside</i> | | | | | | | | | |
| Melrose Dr | SR-76 to Old Ranch Rd | 9,500 | 0.19 | A | 24,700 | 0.49 | A | 0.30 | No |
| | Old Ranch Rd to Spur Ave | 2,300 | 0.06 | A | 26,800 | 0.54 | A | 0.48 | No |
| | Spur Ave to Santa Fe Ave | N/A | N/A | N/A | 30,300 | 0.61 | B | N/A | No |
| | Santa Fe Ave to Sagewood Rd | 11,700 | 0.29 | A | 27,100 | 0.45 | A | 0.16 | No |
| | Sagewood Rd to Oceanside Blvd | 13,300 | 0.33 | A | 27,600 | 0.46 | A | 0.13 | No |
| North Santa Fe Ave | SR-76 to Melrose Dr | 23,100 | 0.58 | A | 23,200 | 0.58 | A | 0.00 | No |
| <i>Poway</i> | | | | | | | | | |
| Poway Rd | Spring Hurst Dr to Iola Way | 36,900 | 0.74 | C | 42,800 | 0.86 | D | 0.12 | No |
| | Iola Way to Oak Knoll Rd | 27,300 | 0.68 | C | 40,000 | 1.00 | F | 0.32 | Yes |
| | Oak Knoll Rd to Pomerado Rd | 36,000 | 0.90 | E | 39,600 | 0.99 | E | 0.09 | Yes |
| | Pomerado Rd to Carriage Rd | 33,500 | 0.84 | D | 37,500 | 0.94 | E | 0.10 | Yes |
| | Carriage Rd to Community Rd | 36,500 | 0.91 | E | 40,000 | 1.00 | F | 0.09 | Yes |
| | Community Rd to Midland Rd | 35,400 | 0.79 | D | 38,700 | 0.86 | D | 0.07 | No |

TABLE 5.3 (Continued)
SIGNIFICANT TRAFFIC IMPACTS
COUNTY OF SAN DIEGO GENERAL PLAN UPDATE (REFERRAL MAP) VS. EXISTING CONDITIONS
(Proposed Plan to Ground)

| Roadway | Segment | Existing | | | GP Update | | | Δ in V/C | Significant Impact? |
|--------------------|----------------------------------|----------|------|-----|-----------|------|-----|-----------------|---------------------|
| | | ADT | V/C | LOS | ADT | V/C | LOS | | |
| Poway Rd | Midland Rd to Ann O Reno Ln | 24,500 | 0.61 | C | 27,600 | 0.69 | C | 0.08 | No |
| | Ann O Reno Ln to Garden Rd | 12,500 | 0.31 | A | 18,000 | 0.45 | B | 0.14 | No |
| | Garden Rd to Silver Ridge Rd | 17,000 | 1.13 | F | 13,200 | 0.88 | E | -0.25 | No |
| | Silver Ridge Rd to Espola Rd | 12,900 | 0.86 | D | 12,600 | 0.84 | D | -0.02 | No |
| | Espola Rd to SR-67 | 18,800 | 1.88 | F | 20,100 | 2.01 | F | 0.13 | Yes |
| Scripps Poway Pkwy | Springbrook Dr to Community Rd | 49,400 | 0.82 | C | 56,600 | 0.94 | E | 0.12 | Yes |
| | Community Rd to Danielson St | 19,600 | 0.33 | A | 35,400 | 0.59 | C | 0.26 | No |
| | Danielson St to SR-67 | 19,200 | 0.48 | B | 36,000 | 0.60 | C | 0.12 | No |
| Twin Peaks Rd | Pomerado Rd to Ted William Pkwy | 37,700 | 0.94 | E | 40,000 | 0.67 | C | -0.27 | No |
| Twin Peaks Rd | Ted William Pkwy to Community Rd | 44,000 | 1.10 | F | 50,000 | 0.83 | D | -0.27 | No |
| | Community Rd to Tierra Bonita Rd | 29,000 | 0.73 | C | 32,800 | 0.82 | D | 0.09 | No |
| | Tierra Bonita Rd to Espola Rd | 24,200 | 0.61 | C | 27,900 | 0.70 | C | 0.09 | No |
| Espola Rd | Twin Peaks to Poway Rd | 18,000 | 1.80 | F | 23,100 | 0.77 | D | -1.03 | No |
| Ted Williams Pkwy | Highland Ranch Rd to Pomerado Rd | 31,200 | 0.52 | B | 43,000 | 0.72 | C | 0.20 | No |
| | Pomerado Rd to Twin Peaks Rd | 18,800 | 0.47 | B | 20,500 | 0.34 | A | -0.13 | No |
| <i>San Diego</i> | | | | | | | | | |
| Camino del Norte | Camino San Bernardo to I-15 | 35,900 | 0.60 | C | 36,200 | 0.60 | C | 0.00 | No |
| Rancho Bernardo Rd | Via Del Campo to W. Bernardo Dr | 23,700 | 0.59 | C | 35,800 | 0.90 | E | 0.31 | Yes |
| | W. Bernardo Dr to I-15 | 47,400 | 1.19 | F | 56,100 | 1.40 | F | 0.21 | Yes |
| Scripps Poway Pkwy | I-15 to Spring Canyon Rd | 52,900 | 0.88 | D | 61,600 | 1.03 | F | 0.15 | Yes |

TABLE 5.3 (Continued)
SIGNIFICANT TRAFFIC IMPACTS
COUNTY OF SAN DIEGO GENERAL PLAN UPDATE (REFERRAL MAP) VS. EXISTING CONDITIONS
(Proposed Plan to Ground)

| Roadway | Segment | Existing | | | GP Update | | | Δ in V/C | Significant Impact? |
|---------------------|-------------------------------------|----------|-------------------|----------------|-----------|------|-----|-----------------|---------------------|
| | | ADT | V/C | LOS | ADT | V/C | LOS | | |
| Scripps Poway Pkwy | Spring Canyon Rd to Springbrook Dr | 25,900 | 0.65 | C | 30,800 | 0.77 | D | 0.12 | No |
| Via de la Valle | Jimmy Durante Blvd to I-15 NB Ramps | 31,200 | 0.78 | D | 31,700 | 0.79 | D | 0.01 | No |
| | I-15 NB Ramps to San Andres Dr | 37,700 | 0.94 | E | 43,100 | 1.08 | F | 0.14 | Yes |
| | San Andres Dr to El Camino Real | 22,500 | 2.25 | F | 26,500 | 2.65 | F | 0.40 | Yes |
| Airway Rd | Michael Faraday Dr to SR-905 | 6,600 | 0.73 | C | 17,500 | 1.94 | F | 1.21 | Yes |
| Siempre Viva Rd | La Media Rd to SR-905 | 10,900 | 0.22 ¹ | A ¹ | 19,500 | 0.39 | A | 0.17 | No |
| | SR-905 to Enrico Fermi Dr | 19,400 | 0.48 | B | 59,300 | 1.48 | F | 1.00 | Yes |
| <i>San Marcos</i> | | | | | | | | | |
| Las Posas Rd | Borden Rd to Avenida Azul | 6,300 | 0.16 | A | 20,300 | 0.51 | B | 0.35 | No |
| | Avenida Azul to Mission Rd | 8,900 | 0.18 | A | 27,300 | 0.55 | B | 0.37 | No |
| | Mission Rd to SR-78 WB Ramps | 24,300 | 0.49 | B | 37,300 | 0.75 | D | 0.26 | No |
| | SR-78 WB Ramps to Grand Ave | 37,700 | 0.75 | D | 56,500 | 1.13 | F | 0.38 | Yes |
| Las Posas Rd | Grand Ave to Vista Dr | 15,900 | 0.53 | C | 31,500 | 1.05 | F | 0.52 | Yes |
| | Vista Dr to Stone Dr | 12,100 | 0.40 | B | 25,600 | 0.85 | E | 0.45 | Yes |
| | Stone Dr to San Marcos Blvd | 9,900 | 0.33 | A | 21,400 | 0.71 | D | 0.38 | No |
| Twin Oaks Valley Rd | Deer Springs Rd to Buena Creek Rd | 16,800 | 1.12 | F | 25,000 | 0.62 | C | -0.50 | No |
| | Buena Creek Rd to Olive St | 11,800 | 0.79 | D | 20,100 | 0.50 | B | -0.28 | No |
| La Cienega Rd | Twin Oak Valley Rd to Mulberry Dr | 5,100 | 0.34 | B | 5,600 | 0.39 | B | 0.03 | No |
| Mulberry Dr | Olive St to La Cienega Rd | 1,800 | 0.12 | A | 3,700 | 0.24 | A | 0.12 | No |

TABLE 5.3 (Continued)
SIGNIFICANT TRAFFIC IMPACTS
COUNTY OF SAN DIEGO GENERAL PLAN UPDATE (REFERRAL MAP) VS. EXISTING CONDITIONS
(Proposed Plan to Ground)

| Roadway | Segment | Existing | | | GP Update | | | Δ in V/C | Significant Impact? |
|---------------------|--------------------------------------|----------|------|-----|-----------|------|-----|-----------------|---------------------|
| | | ADT | V/C | LOS | ADT | V/C | LOS | | |
| Santee | | | | | | | | | |
| Mast Blvd | Medina Dr to Halberns Blvd | 21,000 | 0.53 | C | 22,000 | 0.55 | C | 0.02 | No |
| | Halberns Blvd to Shirley Garden | 22,000 | 0.55 | C | 25,300 | 0.63 | C | 0.08 | No |
| | Shirley Garden to Magnolia Ave | 21,700 | 0.72 | D | 27,400 | 0.91 | E | 0.19 | Yes |
| | Magnolia Ave to Los Ranchitos Rd | 7,300 | 0.73 | C | 20,000 | 0.50 | B | -0.23 | No |
| | west of Pine Grove | 5,000 | 0.13 | A | 24,800 | 0.62 | C | 0.49 | No |
| | Pine Grove to Riverford Rd | 7,000 | 0.18 | A | 11,400 | 0.29 | D | 0.11 | No |
| El Nopal | Cuyamaca St to Magnolia Ave | 4,500 | 0.45 | B | 5,700 | 0.57 | C | 0.12 | No |
| | Magnolia Ave to Aquila Dr | 8,900 | 0.59 | C | 10,800 | 0.72 | D | 0.13 | No |
| Woodside Ave | Magnolia Ave to SR-67 | 32,000 | 0.80 | D | 37,400 | 0.94 | E | 0.14 | Yes |
| | SR-67 to Shadow Hill Rd | 16,000 | 1.07 | F | 22,500 | 0.56 | C | -0.51 | No |
| | Shadow Hill Rd to Northcode Rd | 7,000 | 0.47 | C | 7,300 | 0.49 | C | 0.02 | No |
| | Northcode Rd to Security Way | 5,000 | 0.50 | B | 6,000 | 0.15 | A | -0.35 | No |
| | Security Way to SR-67 | 10,000 | 1.00 | F | 16,800 | 0.42 | B | -0.58 | No |
| | SR-67 to Riverford Rd | 21,800 | 2.18 | F | 29,700 | 0.74 | C | -1.44 | No |
| Solana Beach | | | | | | | | | |
| Highway 101 | Ocean St to Lomas Santa Fe Dr | 29,900 | 0.75 | C | 34,600 | 0.87 | D | 0.12 | No |
| | Lomas Santa Fe Dr to Via De la Valle | 19,900 | 0.50 | B | 24,000 | 0.60 | C | 0.10 | No |
| Lomas Santa Fe Dr | Highway 101 to Stevens Ave | 11,900 | 0.30 | A | 16,700 | 0.42 | B | 0.12 | No |
| | Stevens Ave to Solana Hills Dr | 17,800 | 0.45 | B | 21,600 | 0.54 | C | 0.09 | No |

TABLE 5.3 (Continued)
SIGNIFICANT TRAFFIC IMPACTS
COUNTY OF SAN DIEGO GENERAL PLAN UPDATE (REFERRAL MAP) VS. EXISTING CONDITIONS
(Proposed Plan to Ground)

| Roadway | Segment | Existing | | | GP Update | | | Δ in V/C | Significant Impact? |
|-------------------|-----------------------------------|----------|------|----------|-----------|------|----------|-----------------|---------------------|
| | | ADT | V/C | LOS | ADT | V/C | LOS | | |
| Lomas Santa Fe Dr | Solana Hills Dr to I-5 SB Ramps | 31,700 | 0.79 | D | 37,000 | 0.93 | E | 0.14 | Yes |
| | I-5 SB Ramps to Via Mil Cumbres | 28,300 | 0.71 | C | 33,400 | 0.84 | D | 0.13 | No |
| | Via Mil Cumbres to Highland Dr | 8,900 | 0.22 | A | 13,200 | 0.33 | A | 0.11 | No |
| Steven Ave | Lomas Santa Fe Dr to Academy Dr | 13,000 | 0.43 | B | 19,100 | 0.64 | C | 0.21 | No |
| | Academy Dr to La Colonia Park | 11,900 | 1.19 | F | 13,000 | 0.43 | B | -0.76 | No |
| | La Colonia Park to Nardo Ave | 11,900 | 0.40 | B | 13,000 | 0.43 | B | 0.03 | No |
| | Nardo Ave to Valley Ave | 11,000 | 0.37 | B | 15,900 | 0.53 | C | 0.16 | No |
| Valley Ave | Stevens Ave to Via De la Valle | 13,000 | 0.87 | F | 21,000 | 0.70 | D | -0.17 | No |
| Highland Dr | El Camino Real to San Andres Dr | 5,000 | 0.50 | B | 6,100 | 0.61 | C | 0.11 | No |
| Vista | | | | | | | | | |
| Sycamore Ave | SR-78 EB Ramps to Hibiscus Way | 48,900 | 0.82 | D | 54,600 | 0.91 | E | 0.09 | Yes |
| Monte Vista Dr | South Santa Fe Ave to Cypress Ave | 8,700 | 0.99 | E | 11,900 | 0.30 | A | -0.69 | No |
| | Cypress Ave to Foothill Dr | 4,800 | 0.55 | A | 7,500 | 0.19 | A | -0.36 | No |

Source: Wilson & Company; January 2009

Notes:

Bold letters indicate substandard LOS.

Δ in V/C = The change in the volume to capacity ratio between the two scenarios.

N/A = This segment does not currently exist.

¹ The segment of Siempre Viva Road between La Media Rd and Avenida Costa Brava/Melksee Street is not currently constructed to a 6-lane major arterial, and would have a LOS E capacity of 22,500 ADT, resulting in an acceptable LOS B along this segment and a V/C ratio of .48.

Table 5.4 summarizes the results of Table 5.3 by identifying the projected number of key roadway segments within the adjacent incorporated jurisdictions that would be significantly impacted as a result of the buildup of the proposed County of San Diego General Plan (Referral Map).

TABLE 5.4
SUMMARY OF SIGNIFICANTLY IMPACTED SEGMENTS
COUNTY OF SAN DIEGO GENERAL PLAN UPDATE (REFERRAL MAP) VS. EXISTING CONDITIONS
(Proposed Plan to Ground)

| Jurisdiction | Total Number Analyzed | Number of Significantly Impacted Segments |
|---------------|---------------------------------|---|
| Carlsbad | 9 | 0 |
| Chula Vista | 13 | 5 |
| Del Mar | 1 | 0 |
| El Cajon | 31 | 3 |
| Encinitas | 7 | 1 |
| Escondido | 35 | 4 |
| La Mesa | 14 | 1 |
| Lemon Grove | 3 | 0 |
| National City | 5 | 0 |
| Oceanside | 6 (5 under Existing) | 0 |
| Poway | 21 | 6 |
| San Diego | 11 | 7 |
| San Marcos | 11 | 3 |
| Santee | 14 | 2 |
| Solana Beach | 13 | 1 |
| Vista | 3 | 1 |
| Total | 197 (196 under Existing) | 34 |

Source: Wilson & Company; January 2009

As shown, a total of 34 roadway segments in the adjacent incorporated jurisdictions would be significantly impacted when comparing the buildup of the proposed County of San Diego General Plan (Referral Map) to Existing conditions.

5.3 Comparison of Proposed County of San Diego General Plan to Existing County of San Diego General Plan

Table 5.5 compares projected roadway performance on the key roadway segments within the adjacent incorporated jurisdictions under the proposed County of San Diego General Plan (Referral Map) to the roadway performance under the Existing County of San Diego General Plan, and displays the resulting significant impacts.

TABLE 5.5
SIGNIFICANT TRAFFIC IMPACTS
COUNTY OF SAN DIEGO GENERAL PLAN UPDATE (REFERRAL MAP) VS. EXISTING COUNTY OF
SAN DIEGO GENERAL PLAN
(Proposed Plan to Existing Plan)

| Roadway | Segment | Existing GP | | | GP Update | | | Δ in V/C | Significant Impact? |
|--------------------|---|-------------|------|-----|-----------|------|-----|--------------------|------------------------|
| | | ADT | V/C | LOS | ADT | V/C | LOS | | |
| <i>Carlsbad</i> | | | | | | | | | |
| Cannon Rd | I-5 NB Ramps to Paseo Del Norte | 27,300 | 0.68 | C | 27,000 | 0.68 | C | 0.00 | No |
| | Paseo Del Norte to Car Country Dr | 14,400 | 0.36 | A | 14,400 | 0.36 | A | 0.00 | No |
| | Car Country Dr to Faraday Ave | 28,100 | 0.70 | C | 28,500 | 0.71 | C | 0.01 | No |
| | Faraday Ave to El Camino Real | 22,200 | 0.56 | C | 22,700 | 0.57 | C | 0.01 | No |
| | El Camino Real to College Blvd | 17,800 | 0.45 | B | 19,300 | 0.48 | B | 0.03 | No |
| | Leisure Village Dr to Shadowridge Dr | 22,800 | 0.57 | C | 24,000 | 0.60 | C | 0.03 | No |
| | Shadowridge Dr to Lake Blvd | 19,900 | 0.50 | B | 21,600 | 0.54 | C | 0.04 | No |
| | Lake Blvd to Melrose Dr | 23,900 | 0.60 | C | 26,300 | 0.66 | C | 0.06 | No |
| | Melrose Dr to Mar Vista Dr | 7,900 | 0.20 | A | 12,500 | 0.31 | A | 0.11 | No |
| <i>Chula Vista</i> | | | | | | | | | |
| Heritage Rd | Main Street to Chula Vista City Limit | 23,700 | 0.38 | A | 21,000 | 0.34 | A | -0.04 | No |
| La Media Rd | Telegraph Canyon Rd to Palomar St | 26,700 | 0.43 | A | 28,100 | 0.45 | A | 0.02 | No |
| | Palomar St to Olympic Pkwy | 12,500 | 0.20 | A | 14,600 | 0.23 | A | 0.03 | No |
| | Olympic Pkwy to Santa Venetia St | 18,100 | 0.29 | A | 19,500 | 0.31 | A | 0.02 | No |
| | Santa Venetia St to Birch Rd | 22,200 | 0.36 | A | 24,700 | 0.40 | A | 0.04 | No |
| Proctor Valley Rd | Northwoods Dr to Chula Vista City Limit | 8,400 | 0.22 | A | 7,700 | 0.21 | A | -0.01 | No |
| Otay Lakes Rd | Wueste Rd to Chula Vista City Limit | 27,200 | 0.44 | A | 27,500 | 0.44 | A | 0.00 | No |
| Willow St | Sweetwater Rd to Bonita Rd | 17,800 | 0.47 | A | 18,500 | 0.49 | A | 0.02 | No |
| | Bonita Glen Dr to I-805 SB Ramps | 37,700 | 1.01 | F | 37,800 | 1.01 | F | 0.00 | No |
| Bonita Rd | I-805 SB Ramps to I-805 NB Ramps | 55,300 | 1.47 | F | 55,500 | 1.48 | F | 0.01 | No |

TABLE 5.5 (Continued)
SIGNIFICANT TRAFFIC IMPACTS
COUNTY OF SAN DIEGO GENERAL PLAN UPDATE (REFERRAL MAP) VS. EXISTING COUNTY OF
SAN DIEGO GENERAL PLAN
(Proposed Plan to Existing Plan)

| Roadway | Segment | Existing GP | | | GP Update | | | Δ in V/C | Significant Impact? |
|--------------------|-------------------------------------|-------------|------|-----|-----------|------|-----|--------------------|------------------------|
| | | ADT | V/C | LOS | ADT | V/C | LOS | | |
| Bonita Rd | I-805 NB Ramps to Plaza Bonita Rd | 43,200 | 1.15 | F | 43,500 | 1.16 | F | 0.01 | No |
| | Plaza Bonita Rd to Willow St | 34,100 | 0.91 | E | 33,900 | 0.90 | E | -0.01 | No |
| | Willow St to Chula Vista City Limit | 34,100 | 0.91 | E | 39,000 | 1.04 | F | 0.13 | Yes |
| <i>Del Mar</i> | | | | | | | | | |
| Via de la Valle | Highway 101 to Jimmy Durante Blvd | 25,300 | 0.63 | C | 25,700 | 0.64 | C | 0.01 | No |
| <i>El Cajon</i> | | | | | | | | | |
| Jamacha Rd | Main St to Granite Hill Dr | 38,000 | 0.95 | E | 37,000 | 0.93 | E | -0.02 | No |
| | Granite Hill Dr to Grove Rd | 30,000 | 0.75 | D | 28,500 | 0.71 | C | -0.04 | No |
| Washington Ave | El Cajon Blvd to 1 st St | 25,800 | 0.65 | C | 25,200 | 0.63 | C | -0.02 | No |
| | 1 st St to Jamacha Rd | 23,000 | 0.58 | C | 22,500 | 0.56 | C | -0.02 | No |
| | Jamacha Rd to 3 rd St | 19,900 | 0.50 | B | 16,600 | 0.42 | B | -0.08 | No |
| | 3 rd St to Wichita Ave | 19,800 | 0.50 | B | 18,100 | 0.45 | B | -0.05 | No |
| | Wichita Ave to Granite Hill Dr | 15,600 | 0.39 | B | 13,700 | 0.34 | A | -0.05 | No |
| Main St | Magnolia Ave to Ballantyne St | 14,800 | 0.37 | A | 14,900 | 0.37 | A | 0.00 | No |
| | Ballantyne St to Mollison Ave | 18,300 | 0.46 | B | 18,000 | 0.45 | B | -0.01 | No |
| | Mollison Ave to 1 st St | 23,500 | 0.59 | C | 23,800 | 0.60 | C | 0.01 | No |
| | 1 st St to Orlando St | 17,600 | 0.44 | B | 17,900 | 0.45 | B | 0.01 | No |
| | Orlando St to Madison Ave | 22,800 | 0.57 | C | 23,400 | 0.59 | C | 0.02 | No |
| | Madison Ave to I-8 EB Ramps | 13,300 | 0.33 | A | 12,500 | 0.31 | A | -0.02 | No |
| Avocado Blvd | Main St to Washington Ave | 17,900 | 0.45 | B | 17,500 | 0.44 | B | -0.01 | No |
| | Washington Ave to Chase Ave | 18,600 | 0.47 | B | 18,100 | 0.45 | B | -0.02 | No |
| Bradley Ave | Cuyamaca St to Marshall Ave | 11,600 | 0.29 | A | 10,900 | 0.27 | A | -0.02 | No |
| | Marshall Ave to Johnson Ave | 22,200 | 0.56 | C | 21,200 | 0.53 | C | -0.03 | No |
| | Johnson Ave to Magnolia Ave | 18,000 | 0.45 | B | 16,700 | 0.42 | B | -0.03 | No |
| | Magnolia Ave to Graves Ave | 25,100 | 0.63 | C | 26,400 | 0.66 | C | 0.03 | No |
| | Graves Ave to 1 st St | 30,100 | 0.75 | D | 29,900 | 0.75 | C | 0.00 | No |
| 2 nd St | Pepper Dr to Persimmon Ave | 26,400 | 0.66 | C | 25,900 | 0.65 | C | -0.01 | No |
| | Persimmon Ave to Broadway | 39,000 | 0.98 | E | 36,100 | 0.90 | E | -0.08 | No |

TABLE 5.5 (Continued)
SIGNIFICANT TRAFFIC IMPACTS
COUNTY OF SAN DIEGO GENERAL PLAN UPDATE (REFERRAL MAP) VS. EXISTING COUNTY OF
SAN DIEGO GENERAL PLAN
(Proposed Plan to Existing Plan)

| Roadway | Segment | Existing GP | | | GP Update | | | Δ in V/C | Significant Impact? |
|---------------------|--|-------------|------|-------|-----------|------|-----|-----------------|---------------------|
| | | ADT | V/C | LOS | ADT | V/C | LOS | | |
| 2 nd St | Broadway to I-8 WB Ramps | 34,700 | 0.87 | D | 38,900 | 0.97 | E | 0.10 | Yes |
| | I-8 WB Ramps to Main St | 41,400 | 0.83 | D | 42,900 | 0.86 | D | 0.03 | No |
| Chase Ave | El Cajon Blvd to Mollison Ave | 26,800 | 0.67 | C | 25,600 | 0.64 | C | -0.03 | No |
| | Mollison Ave to Rancho Valle Ct | 21,000 | 0.53 | C | 19,600 | 0.49 | B | -0.04 | No |
| Greenfield Dr | I-8 EB Ramps to Bermuda Ln | 27,500 | 0.92 | E | 26,000 | 0.87 | E | -0.05 | No |
| | Bermuda Ln to La Cresta Rd | 25,000 | 0.83 | E | 24,800 | 0.83 | D | 0.00 | No |
| | La Cresta Rd to Madison Ave | 10,500 | 0.35 | B | 10,600 | 0.35 | B | 0.00 | No |
| | Madison Ave to Vista Del Escuela | 2,800 | 0.09 | A | 2,800 | 0.09 | A | 0.00 | No |
| | Vista Del Escuela to Orchard Ave | 500 | 0.02 | A | 500 | 0.02 | A | 0.00 | No |
| <i>Encinitas</i> | | | | | | | | | |
| El Camino Real | Encinitas Blvd to Santa Fe Dr | 38,000 | 0.67 | A-C | 37,600 | 0.66 | A-C | -0.01 | No |
| | Santa Fe Dr to Manchester Ave | 27,700 | 0.49 | A-C | 27,200 | 0.48 | A-C | -0.01 | No |
| El Camino Del Norte | Rancho Santa Fe Rd to Eastern City Limit | 10,000 | 0.50 | A-C | 10,100 | 0.51 | A-C | 0.01 | No |
| Encinitas Blvd | El Camino Real to Manchester Ave | 36,700 | 1.04 | F | 36,900 | 1.05 | F | 0.01 | No |
| Manchester Ave | I-5 NB Ramps to El Camino Real | 33,800 | 0.59 | A-C | 33,000 | 0.58 | A-C | -0.01 | No |
| | El Camino Real to Encinitas Blvd | 11,800 | 0.59 | A-C | 11,900 | 0.60 | A-C | 0.01 | No |
| Rancho Santa Fe Rd | Manchester Ave to Eastern City Limit | 23,000 | 1.15 | F | 24,500 | 1.23 | F | 0.08 | Yes |
| <i>Escondido</i> | | | | | | | | | |
| Centre City Pkwy | Country Club Ln to El Norte Pkwy | 24,100 | 0.65 | B | 23,100 | 0.62 | B | -0.03 | No |
| | El Norte Pkwy to SR-78 WB Ramps | 30,700 | 0.83 | Mid D | 28,600 | 0.77 | C | -0.06 | No |
| | SR-78 WB Ramps to Mission Ave | 46,700 | 0.93 | E | 43,500 | 0.87 | E | -0.06 | No |
| | Mission Ave to Washington Ave | 27,800 | 0.56 | C | 26,500 | 0.53 | C | -0.03 | No |

TABLE 5.5 (Continued)
SIGNIFICANT TRAFFIC IMPACTS
COUNTY OF SAN DIEGO GENERAL PLAN UPDATE (REFERRAL MAP) VS. EXISTING COUNTY OF
SAN DIEGO GENERAL PLAN
(Proposed Plan to Existing Plan)

| Roadway | Segment | Existing GP | | | GP Update | | | Δ in V/C | Significant Impact? |
|-----------------------------------|---|-------------|------|-------|-----------|------|-------|-----------------|---------------------|
| | | ADT | V/C | LOS | ADT | V/C | LOS | | |
| Centre City Pkwy | Washington Ave to 5 th Ave | 25,200 | 0.68 | C | 23,800 | 0.64 | B | -0.04 | No |
| | 5 th Ave to 13 th Ave | 26,300 | 0.71 | C | 25,500 | 0.69 | C | -0.02 | No |
| | 13 th Ave to Felicita Ave | 27,300 | 0.74 | C | 26,400 | 0.71 | C | -0.03 | No |
| | Felicita Ave to Centre City Rd | 31,000 | 0.84 | Mid D | 31,100 | 0.84 | Mid D | 0.00 | No |
| | Centre City Rd to Brotherton Rd | 43,100 | 1.16 | F | 43,400 | 1.17 | F | 0.01 | No |
| | Brotherton Rd to Citracado Pkwy | 34,000 | 0.92 | E | 34,200 | 0.92 | E | 0.00 | No |
| Felicita Ave/17 th Ave | San Pasqual Valley Rd to Juniper St | 15,700 | 0.46 | B | 23,600 | 0.69 | C | 0.23 | No |
| | Juniper St to Escondido Blvd | 31,000 | 0.91 | E | 33,500 | 0.98 | E | 0.07 | Yes |
| | Escondido Blvd to Centre City Pkwy | 29,900 | 0.87 | D- | 29,700 | 0.87 | D- | 0.00 | No |
| | Centre City Pkwy to Quince St | 26,300 | 0.77 | C | 25,800 | 0.75 | C | -0.02 | No |
| | Quince St to Citracado Pkwy | 18,300 | 0.54 | B | 17,700 | 0.52 | B | -0.02 | No |
| Via Rancho Pkwy | Felicita Ave to Quiet Hills Dr | 22,200 | 0.60 | B | 23,100 | 0.62 | B | 0.02 | No |
| | Quiet Hills Dr to I-15 SB Ramps | 26,000 | 0.52 | C | 27,500 | 0.55 | C | 0.03 | No |
| | I-15 SB Ramps to I-15 NB Ramps | 41,000 | 0.68 | C | 43,000 | 0.72 | Mid D | 0.04 | No |
| | I-15 NB Ramps to San Pasqual Rd | 42,300 | 0.71 | Mid D | 42,100 | 0.70 | Mid D | -0.01 | No |
| Bear Valley Pkwy | San Pasqual Rd to Mary Ln | 29,100 | 0.79 | C | 35,300 | 0.95 | E | 0.16 | Yes |
| | Mary Ln to Las Palmas Ave | 25,600 | 0.69 | C | 30,400 | 0.82 | Mid D | 0.13 | No |
| | Las Palmas Ave to Sunset Dr | 26,300 | 0.71 | C | 30,800 | 0.83 | Mid D | 0.12 | No |
| | Sunset Dr to El Dorado Dr | 25,200 | 0.68 | C | 28,600 | 0.77 | C | 0.09 | No |
| | El Dorado Dr to San Pasqual Valley Rd | 33,200 | 0.90 | D- | 36,000 | 0.97 | E | 0.07 | Yes |
| | San Pasqual Valley Rd to Boyle Ave | 24,400 | 0.66 | B | 28,100 | 0.76 | C | 0.10 | No |
| | Boyle Ave to Hayden Dr | 19,100 | 0.52 | B | 23,800 | 0.64 | B | 0.12 | No |
| | Hayden Dr to Valley Pkwy | 17,700 | 0.48 | B | 24,000 | 0.65 | B | 0.17 | No |

TABLE 5.5 (Continued)
SIGNIFICANT TRAFFIC IMPACTS
COUNTY OF SAN DIEGO GENERAL PLAN UPDATE (REFERRAL MAP) VS. EXISTING COUNTY OF
SAN DIEGO GENERAL PLAN
(Proposed Plan to Existing Plan)

| Roadway | Segment | Existing GP | | | GP Update | | | Δ in V/C | Significant Impact? |
|-----------------------|---------------------------------------|-------------|------|-----|-----------|------|-------|--------------------|------------------------|
| | | ADT | V/C | LOS | ADT | V/C | LOS | | |
| Valley Pkwy | Bear Valley Pkwy to Wanek Rd | 30,100 | 0.50 | C | 33,700 | 0.56 | C | 0.06 | No |
| | Wanek Rd to Washington Ave | 25,800 | 0.43 | B | 29,200 | 0.49 | B | 0.06 | No |
| | Washington Ave to Lake Wohlford Rd | 48,000 | 0.69 | C | 53,400 | 0.76 | Mid D | 0.07 | No |
| San Pasqual Valley Rd | Washington Ave to Birch Ave | 22,100 | 0.60 | B | 24,100 | 0.65 | B | 0.05 | No |
| San Pasqual Rd | Bear Valley Pkwy to Ryan Dr | 17,600 | 0.48 | B | 12,300 | 0.33 | A | -0.15 | No |
| Broadway | North Ave to Country Club Ln | 21,700 | 0.63 | B | 15,400 | 0.45 | B | -0.18 | No |
| | Country Club Ln to Bahia Ln | 14,200 | 0.42 | B | 16,000 | 0.47 | B | 0.05 | No |
| | Bahia Ln to El Norte Pkwy | 22,600 | 0.66 | B | 20,100 | 0.59 | B | -0.07 | No |
| <i>La Mesa</i> | | | | | | | | | |
| Bancroft Dr | Grossmont Blvd to Campo Rd | 8,000 | 0.80 | D | 8,000 | 0.80 | D | 0.00 | No |
| | Campo Rd to SR-94 WB Ramps | 12,300 | 0.41 | B | 12,700 | 0.42 | B | 0.01 | No |
| Lemon Ave | La Mesa Blvd to Jackson Dr | 2,300 | 0.23 | A | 2,100 | 0.21 | A | -0.02 | No |
| | Jackson Dr to Marguerita Ln | 15,300 | 0.51 | C | 14,000 | 0.47 | C | -0.04 | No |
| | Marguerita Ln to Alto Dr | 10,900 | 0.36 | B | 9,500 | 0.32 | A | -0.04 | No |
| | Alto Dr to Lake Helix Dr | 6,800 | 0.23 | A | 5,800 | 0.19 | A | -0.04 | No |
| | Lake Helix Dr to Fuerte Dr | 3,600 | 0.12 | A | 2,700 | 0.09 | A | -0.03 | No |
| Fuerte Dr | Grossmont Dr to Avocado Blvd | 15,800 | 1.58 | F | 18,500 | 1.85 | F | 0.27 | Yes |
| Campo Rd | SR-125 to Bancroft Dr | 10,100 | 0.67 | D | 10,700 | 0.71 | D | 0.04 | No |
| | Bancroft Dr to Camino Paz | 17,200 | 0.57 | C | 17,600 | 0.59 | C | 0.02 | No |
| | Camino Paz to Kenwood Rd | 12,300 | 0.41 | B | 12,400 | 0.41 | B | 0.00 | No |
| | Kenwood Rd to Conrad Dr | 47,900 | 1.60 | F | 47,500 | 1.58 | F | -0.02 | No |
| | Conrad Dr to Granada Ave | 22,300 | 0.74 | D | 20,300 | 0.68 | D | -0.06 | No |
| | Granada Ave to Sweetwater Spring Blvd | 18,800 | 0.63 | C | 17,800 | 0.59 | C | -0.04 | No |
| <i>Lemon Grove</i> | | | | | | | | | |
| Troy St | Palm St to Sweetwater Rd | 10,300 | 0.34 | B | 9,700 | 0.32 | A | -0.02 | No |

TABLE 5.5 (Continued)
SIGNIFICANT TRAFFIC IMPACTS
COUNTY OF SAN DIEGO GENERAL PLAN UPDATE (REFERRAL MAP) VS. EXISTING COUNTY OF
SAN DIEGO GENERAL PLAN
(Proposed Plan to Existing Plan)

| Roadway | Segment | Existing GP | | | GP Update | | | Δ in V/C | Significant Impact? |
|----------------------|------------------------------------|-------------|------|-----|-----------|------|-----|-----------------|---------------------|
| | | ADT | V/C | LOS | ADT | V/C | LOS | | |
| Sweetwater Rd | Broadway to Tyler St | 18,000 | 0.60 | C | 19,200 | 0.64 | C | 0.04 | No |
| | Tyler St to Jamacha Rd | 18,300 | 0.61 | C | 21,100 | 0.70 | D | 0.09 | No |
| National City | | | | | | | | | |
| 30th St | National City Blvd to Highland Ave | 8,100 | 0.20 | A | 8,000 | 0.20 | A | 0.00 | No |
| | Highland Ave to N 2nd Ave | 32,500 | 0.81 | D | 33,200 | 0.83 | D | 0.02 | No |
| Euclid Ave | Plaza Blvd to Sweetwater Rd | 10,100 | 0.25 | A | 10,100 | 0.25 | A | 0.00 | No |
| Plaza Blvd | National City Blvd to Highland Ave | 15,500 | 0.39 | B | 16,000 | 0.40 | B | 0.01 | No |
| | Highland Ave to Euclid Ave | 26,800 | 0.67 | C | 26,600 | 0.67 | C | 0.00 | No |
| Oceanside | | | | | | | | | |
| Melrose Dr | SR-76 to Old Ranch Rd | 32,000 | 0.64 | B | 24,700 | 0.49 | A | -0.15 | No |
| | Old Ranch Rd to Spur Ave | 33,800 | 0.68 | B | 26,800 | 0.54 | A | -0.14 | No |
| | Spur Ave to Santa Fe Ave | 36,400 | 0.73 | C | 30,300 | 0.61 | B | -0.12 | No |
| | Santa Fe Ave to Sagewood Rd | 35,600 | 0.59 | A | 27,100 | 0.45 | A | -0.14 | No |
| | Sagewood Rd to Oceanside Blvd | 34,800 | 0.58 | A | 27,600 | 0.46 | A | -0.12 | No |
| North Santa Fe Ave | SR-76 to Melrose Dr | 23,800 | 0.60 | A | 23,200 | 0.58 | A | -0.02 | No |
| Poway | | | | | | | | | |
| Poway Rd | Spring Hurst Dr to Iola Way | 43,300 | 0.87 | D | 42,800 | 0.86 | D | -0.01 | No |
| | Iola Way to Oak Knoll Rd | 40,300 | 1.01 | F | 40,000 | 1.00 | F | -0.01 | No |
| | Oak Knoll Rd to Pomerado Rd | 39,900 | 1.00 | E | 39,600 | 0.99 | E | -0.01 | No |
| | Pomerado Rd to Carriage Rd | 37,800 | 0.95 | E | 37,500 | 0.94 | E | -0.01 | No |
| | Carriage Rd to Community Rd | 40,300 | 1.01 | F | 40,000 | 1.00 | F | -0.01 | No |
| | Community Rd to Midland Rd | 39,000 | 0.87 | D | 38,700 | 0.86 | D | -0.01 | No |
| | Midland Rd to Ann O Reno Ln | 28,200 | 0.71 | C | 27,600 | 0.69 | C | -0.02 | No |
| | Ann O Reno Ln to Garden Rd | 18,600 | 0.47 | B | 18,000 | 0.45 | B | -0.02 | No |
| | Garden Rd to Silver Ridge Rd | 14,000 | 0.93 | E | 13,200 | 0.88 | E | -0.05 | No |
| | Silver Ridge Rd to Espola Rd | 13,700 | 0.91 | E | 12,600 | 0.84 | D | -0.07 | No |
| | Espola Rd to SR-67 | 21,200 | 2.12 | F | 20,100 | 2.01 | F | -0.11 | No |

TABLE 5.5 (Continued)
SIGNIFICANT TRAFFIC IMPACTS
COUNTY OF SAN DIEGO GENERAL PLAN UPDATE (REFERRAL MAP) VS. EXISTING COUNTY OF
SAN DIEGO GENERAL PLAN
(Proposed Plan to Existing Plan)

| Roadway | Segment | Existing GP | | | GP Update | | | Δ in V/C | Significant Impact? |
|--------------------|-------------------------------------|-------------|------|-----|-----------|------|-----|--------------------|------------------------|
| | | ADT | V/C | LOS | ADT | V/C | LOS | | |
| Scripps Poway Pkwy | Springbrook Dr to Community Rd | 58,000 | 0.97 | E | 56,600 | 0.94 | E | -0.03 | No |
| | Community Rd to Danielson St | 36,000 | 0.60 | C | 35,400 | 0.59 | C | -0.01 | No |
| | Danielson St to SR-67 | 36,500 | 0.61 | C | 36,000 | 0.60 | C | -0.01 | No |
| Twin Peaks Rd | Pomerado Rd to Ted William Pkwy | 41,500 | 0.69 | C | 40,000 | 0.67 | C | -0.02 | No |
| | Ted William Pkwy to Community Rd | 51,500 | 0.86 | D | 50,000 | 0.83 | D | -0.03 | No |
| | Community Rd to Tierra Bonita Rd | 34,300 | 0.86 | D | 32,800 | 0.82 | D | -0.04 | No |
| | Tierra Bonita Rd to Espola Rd | 29,400 | 0.74 | C | 27,900 | 0.70 | C | -0.04 | No |
| Espola Rd | Twin Peaks to Poway Rd | 24,600 | 0.82 | D | 23,100 | 0.77 | D | -0.05 | No |
| Ted Williams Pkwy | Highland Ranch Rd to Pomerado Rd | 42,500 | 0.71 | C | 43,000 | 0.72 | C | 0.01 | No |
| | Pomerado Rd to Twin Peaks Rd | 20,100 | 0.34 | A | 20,500 | 0.34 | A | 0.00 | No |
| <i>San Diego</i> | | | | | | | | | |
| Camino del Norte | Camino San Bernardo to I-15 | 54,000 | 0.90 | D | 36,200 | 0.60 | C | -0.30 | No |
| Rancho Bernardo Rd | Via Del Campo to W. Bernardo Dr | 36,700 | 0.92 | E | 35,800 | 0.90 | E | -0.02 | No |
| | W. Bernardo Dr to I-15 | 56,900 | 1.42 | F | 56,100 | 1.40 | F | -0.02 | No |
| Scripps Poway Pkwy | I-15 to Spring Canyon Rd | 61,300 | 1.02 | F | 61,600 | 1.03 | F | 0.01 | No |
| | Spring Canyon Rd to Springbrook Dr | 29,600 | 0.74 | C | 30,800 | 0.77 | D | 0.03 | No |
| Via de la Valle | Jimmy Durante Blvd to I-15 NB Ramps | 37,900 | 0.95 | E | 31,700 | 0.79 | D | -0.16 | No |
| | I-15 NB Ramps to San Andres Dr | 40,200 | 1.01 | F | 43,100 | 1.08 | F | 0.07 | Yes |
| | San Andres Dr to El Camino Real | 27,100 | 2.71 | F | 26,500 | 2.65 | F | -0.06 | No |
| Airway Rd | Michael Faraday Dr to SR-905 | 16,100 | 1.78 | F | 17,500 | 1.94 | F | 0.16 | Yes |
| Siempre Viva Rd | La Media Rd to SR-905 | 18,000 | 0.36 | A | 19,500 | 0.39 | A | 0.03 | No |
| | SR-905 to Enrico Fermi Dr | 50,700 | 1.26 | F | 59,300 | 1.48 | F | 0.22 | Yes |

TABLE 5.5 (Continued)
SIGNIFICANT TRAFFIC IMPACTS
COUNTY OF SAN DIEGO GENERAL PLAN UPDATE (REFERRAL MAP) VS. EXISTING COUNTY OF
SAN DIEGO GENERAL PLAN
(Proposed Plan to Existing Plan)

| Roadway | Segment | Existing GP | | | GP Update | | | Δ in V/C | Significant Impact? |
|---------------------|-----------------------------------|-------------|------|-----|-----------|------|-----|--------------------|------------------------|
| | | ADT | V/C | LOS | ADT | V/C | LOS | | |
| <i>San Marcos</i> | | | | | | | | | |
| Las Posas Rd | Borden Rd to Avenida Azul | 21,400 | 0.54 | C | 20,300 | 0.51 | B | -0.03 | No |
| | Avenida Azul to Mission Rd | 28,100 | 0.56 | C | 27,300 | 0.55 | B | -0.01 | No |
| | Mission Rd to SR-78 WB Ramps | 35,400 | 0.71 | D | 37,300 | 0.75 | D | 0.04 | No |
| | SR-78 WB Ramps to Grand Ave | 55,500 | 1.11 | F | 56,500 | 1.13 | F | 0.02 | Yes |
| | Grand Ave to Vista Dr | 31,000 | 1.03 | F | 31,500 | 1.05 | F | 0.02 | Yes |
| | Vista Dr to Stone Dr | 25,100 | 0.84 | E | 25,600 | 0.85 | E | 0.01 | No |
| | Stone Dr to San Marcos Blvd | 21,100 | 0.70 | D | 21,400 | 0.71 | D | 0.01 | No |
| Twin Oaks Valley Rd | Deer Springs Rd to Buena Creek Rd | 22,000 | 0.55 | C | 25,000 | 0.62 | C | 0.07 | No |
| | Buena Creek Rd to Olive St | 20,900 | 0.52 | B | 20,100 | 0.50 | B | -0.02 | No |
| La Cieniega Rd | Twin Oak Valley Rd to Mulberry Dr | 6,300 | 0.42 | B | 5,600 | 0.37 | B | -0.04 | No |
| Mulberry Dr | Olive St to La Cieniega Rd | 6,200 | 0.41 | B | 3,700 | 0.24 | A | -0.17 | No |
| <i>Santee</i> | | | | | | | | | |
| Mast Blvd | Medina Dr to Halberns Blvd | 22,400 | 0.56 | C | 22,000 | 0.55 | C | -0.01 | No |
| | Halberns Blvd to Shirley Garden | 23,200 | 0.58 | C | 25,300 | 0.63 | C | 0.05 | No |
| | Shirley Garden to Magnolia Ave | 25,900 | 0.86 | E | 27,400 | 0.91 | E | 0.05 | Yes |
| | Magnolia Ave to Los Ranchitos Rd | 18,800 | 0.47 | B | 20,000 | 0.50 | B | 0.03 | No |
| | west of Pine Grove | 24,500 | 0.61 | C | 24,800 | 0.62 | C | 0.01 | No |
| | Pine Grove to Riverford Rd | 11,300 | 0.28 | A | 11,400 | 0.29 | D | 0.01 | No |
| El Nopal | Cuyamaca St to Magnolia Ave | 5,500 | 0.55 | C | 5,700 | 0.57 | C | 0.02 | No |
| | Magnolia Ave to Aquila Dr | 10,400 | 0.69 | D | 10,800 | 0.72 | D | 0.03 | No |
| Woodside Ave | Magnolia Ave to SR-67 | 37,700 | 0.94 | E | 37,400 | 0.94 | E | 0.00 | No |
| | SR-67 to Shadow Hill Rd | 23,600 | 0.59 | C | 22,500 | 0.56 | C | -0.03 | No |
| | Shadow Hill Rd to Northcode Rd | 8,400 | 0.56 | C | 7,300 | 0.49 | C | -0.07 | No |
| | Northcode Rd to Security Way | 7,000 | 0.18 | A | 6,000 | 0.15 | A | -0.03 | No |

TABLE 5.5 (Continued)
SIGNIFICANT TRAFFIC IMPACTS
COUNTY OF SAN DIEGO GENERAL PLAN UPDATE (REFERRAL MAP) VS. EXISTING COUNTY OF
SAN DIEGO GENERAL PLAN
(Proposed Plan to Existing Plan)

| Roadway | Segment | Existing GP | | | GP Update | | | Δ in V/C | Significant Impact? |
|---------------------|--------------------------------------|-------------|------|-----|-----------|------|-----|-----------------|---------------------|
| | | ADT | V/C | LOS | ADT | V/C | LOS | | |
| Woodside Ave | Security Way to SR-67 | 18,600 | 0.47 | B | 16,800 | 0.42 | B | -0.05 | No |
| | SR-67 to Riverford Rd | 31,400 | 0.79 | D | 29,700 | 0.74 | C | -0.05 | No |
| <i>Solana Beach</i> | | | | | | | | | |
| Highway 101 | Ocean St to Lomas Santa Fe Dr | 34,100 | 0.85 | D | 34,600 | 0.87 | D | 0.02 | No |
| | Lomas Santa Fe Dr to Via De la Valle | 25,500 | 0.64 | C | 24,000 | 0.60 | C | -0.04 | No |
| Lomas Santa Fe Dr | Highway 101 to Stevens Ave | 16,500 | 0.41 | B | 16,700 | 0.42 | B | 0.01 | No |
| | Stevens Ave to Solana Hills Dr | 22,100 | 0.55 | C | 21,600 | 0.54 | C | -0.01 | No |
| | Solana Hills Dr to I-5 SB Ramps | 37,600 | 0.94 | E | 37,000 | 0.93 | E | -0.01 | No |
| | I-5 SB Ramps to Via Mil Cumbres | 36,100 | 0.90 | E | 33,400 | 0.84 | D | -0.06 | No |
| | Via Mil Cumbres to Highland Dr | 16,100 | 0.40 | B | 13,200 | 0.33 | A | -0.07 | No |
| Steven Ave | Lomas Santa Fe Dr to Academy Dr | 19,300 | 0.64 | C | 19,100 | 0.64 | C | 0.00 | No |
| | Academy Dr to La Colonia Park | 13,200 | 0.44 | B | 13,000 | 0.43 | B | -0.01 | No |
| | La Colonia Park to Nardo Ave | 13,200 | 0.44 | B | 13,000 | 0.43 | B | -0.01 | No |
| | Nardo Ave to Valley Ave | 16,100 | 0.54 | C | 15,900 | 0.53 | C | -0.01 | No |
| Valley Ave | Stevens Ave to Via De la Valle | 21,300 | 0.71 | D | 21,000 | 0.70 | D | -0.01 | No |
| Highland Dr | El Camino Real to San Andres Dr | 5,500 | 0.55 | C | 6,100 | 0.61 | C | 0.06 | No |
| <i>Vista</i> | | | | | | | | | |
| Sycamore Ave | SR-78 EB Ramps to Hibiscus Way | 57,300 | 0.96 | E | 54,600 | 0.91 | E | -0.05 | No |
| Monte Vista Dr | South Santa Fe Ave to Cypress Ave | 15,600 | 0.39 | A | 11,900 | 0.30 | A | -0.09 | No |
| | Cypress Ave to Foothill Dr | 11,100 | 0.28 | A | 7,500 | 0.19 | A | -0.09 | No |

Source: Wilson & Company; January 2009

Notes:

Bold letters indicate substandard LOS.

Δ in V/C = The change in the volume to capacity ratio between the two scenarios.

Table 5.6 summarizes the results of Table 5.5 by identifying the projected number of key roadway segments within the adjacent incorporated jurisdictions that would be significantly impacted based upon the comparison of the future year buildout of the proposed County of San Diego General Plan (Referral Map) to the Existing General Plan.

TABLE 5.6
SUMMARY OF SIGNIFICANTLY IMPACTED SEGMENTS
COUNTY OF SAN DIEGO GENERAL PLAN UPDATE (REFERRAL MAP) VS. EXISTING
COUNTY OF SAN DIEGO GENERAL PLAN
(Proposed Plan to Existing Plan)

| Jurisdiction | Total Number Analyzed | Number of Significantly Impacted Segments |
|---------------|-----------------------|---|
| Carlsbad | 9 | 0 |
| Chula Vista | 13 | 1 |
| Del Mar | 1 | 0 |
| El Cajon | 31 | 1 |
| Encinitas | 7 | 1 |
| Escondido | 35 | 3 |
| La Mesa | 14 | 1 |
| Lemon Grove | 3 | 0 |
| National City | 5 | 0 |
| Oceanside | 6 | 0 |
| Poway | 21 | 0 |
| San Diego | 11 | 3 |
| San Marcos | 11 | 2 |
| Santee | 14 | 1 |
| Solana Beach | 13 | 0 |
| Vista | 3 | 0 |
| Total | 197 | 13 |

Source: Wilson & Company; January 2009

As shown, a total of 13 roadway segments within the adjacent incorporated jurisdictions would be significantly impacted based upon the comparison of the County's proposed General Plan (Referral Map) to the Existing General Plan.

It can be further noted that under the proposed County General Plan (Referral Map), roadway segment performance (as measured by V/C) would remain the same or improve along 121 out of the 197 analyzed roadway segments within the adjacent incorporated jurisdictions, when compared with the Existing General Plan.

5.4 Mitigation of Significant Impacts

Mitigation of the identified significant traffic impacts could include a variety of options from roadway segment widenings to specific intersection improvements. Requirements could vary by jurisdiction, including further review of intersection operations as a determination of overall roadway segment performance. The feasibility of modifying the roadway classifications as shown in the circulation elements of the individual incorporated jurisdictions would be a consideration as well.

6.0 Summary of Findings

This section summarizes the performance of the key roadway segments within the adjacent incorporated jurisdictions under Existing Conditions, the Existing County of San Diego General Plan, and the proposed County of San Diego General Plan (Referral Map).

6.1 Roadway Segment Performance

Table 6.1 summarizes the projected number of key roadway segments within the adjacent incorporated jurisdictions (out of a total of 197 analyzed) operating at substandard LOS E or F (Chula Vista includes LOS D & Escondido includes LOS D-) under the three analyzed scenarios.

TABLE 6.1
SUMMARY OF ROADWAY SEGMENTS OPERATING AT SUBSTANDARD LOS

| Jurisdiction | Existing Conditions | Existing General Plan | General Plan Update |
|---------------|---------------------|-----------------------|---------------------|
| Carlsbad | 0 | 0 | 0 |
| Chula Vista | 6 | 5 | 5 |
| Del Mar | 0 | 0 | 0 |
| El Cajon | 7 | 4 | 4 |
| Encinitas | 2 | 2 | 2 |
| Escondido | 14 | 6 | 7 |
| La Mesa | 9 | 2 | 2 |
| Lemon Grove | 1 | 0 | 0 |
| National City | 0 | 0 | 0 |
| Oceanside | 0 | 0 | 0 |
| Poway | 7 | 8 | 7 |
| San Diego | 3 | 8 | 7 |
| San Marcos | 1 | 3 | 3 |
| Santee | 3 | 2 | 2 |
| Solana Beach | 2 | 2 | 1 |
| Vista | 1 | 1 | 1 |
| Total | 56 | 43 | 41 |

Source: Wilson & Company; January 2009

6.2 Significant Traffic Impacts

Tables 6.2 through 6.4 provide a summary list of the identified significantly impacted roadway segments based upon “Plan to Ground” and “Plan to Plan” comparisons. Significant impacts are identified based upon a comparison of roadway segment V/C under the various scenarios.

TABLE 6.2
SIGNIFICANTLY IMPACTED ROADWAY SEGMENTS
EXISTING COUNTY OF SAN DIEGO GENERAL PLAN VS. EXISTING CONDITIONS
(Existing Plan to Ground)

| Roadway | Segment | Existing | | | Existing GP | | | Δ in V/C | | |
|--|-------------------------------------|----------|------|-----------|-------------|------|-----------|-----------------|--|--|
| | | ADT | V/C | LOS | ADT | V/C | LOS | | | |
| <i>Carlsbad</i> | | | | | | | | | | |
| <i>No Significant Impacts</i> | | | | | | | | | | |
| <i>Chula Vista</i> | | | | | | | | | | |
| <i>Bonita Rd</i> | Bonita Glen Dr to I-805 SB Ramps | 34,300 | 0.91 | E | 37,700 | 1.01 | F | 0.10 | | |
| | I-805 SB Ramps to I-805 NB Ramps | 54,000 | 1.44 | F | 55,300 | 1.47 | F | 0.03 | | |
| | I-805 NB Ramps to Plaza Bonita Rd | 42,400 | 1.13 | F | 43,200 | 1.15 | F | 0.02 | | |
| | Plaza Bonita Rd to Willow St | 30,300 | 0.81 | D | 34,100 | 0.91 | E | 0.10 | | |
| | Willow St to Chula Vista City Limit | 32,500 | 0.87 | D | 34,100 | 0.91 | E | 0.04 | | |
| <i>Del Mar</i> | | | | | | | | | | |
| <i>No Significant Impacts</i> | | | | | | | | | | |
| <i>El Cajon</i> | | | | | | | | | | |
| Jamacha Rd | Main St to Granite Hill Dr | 35,000 | 0.88 | E | 38,000 | 0.95 | E | 0.07 | | |
| 2nd St | Persimmon Ave to Broadway | 32,000 | 0.80 | D | 39,000 | 0.98 | E | 0.18 | | |
| <i>Encinitas</i> | | | | | | | | | | |
| <i>No Significant Impacts</i> | | | | | | | | | | |
| <i>Escondido</i> | | | | | | | | | | |
| <i>Centre City Pkwy</i> | Centre City Rd to Brotherton Rd | 39,400 | 1.06 | F | 43,100 | 1.16 | F | 0.10 | | |
| | Brotherton Rd to Citracado Pkwy | 32,600 | 0.88 | D- | 34,000 | 0.92 | E | 0.04 | | |
| <i>Felicia Ave/17th Ave</i> | Escondido Blvd to Centre City Pkwy | 27,000 | 0.79 | C | 29,900 | 0.87 | D- | 0.08 | | |
| <i>La Mesa</i> | | | | | | | | | | |
| <i>No Significant Impacts</i> | | | | | | | | | | |
| <i>Lemon Grove</i> | | | | | | | | | | |
| <i>No Significant Impacts</i> | | | | | | | | | | |
| <i>National City</i> | | | | | | | | | | |
| <i>No Significant Impacts</i> | | | | | | | | | | |
| <i>Oceanside</i> | | | | | | | | | | |
| <i>No Significant Impacts</i> | | | | | | | | | | |
| <i>Poway</i> | | | | | | | | | | |
| <i>Poway Rd</i> | Iola Way to Oak Knoll Rd | 27,300 | 0.68 | C | 40,300 | 1.01 | F | 0.33 | | |
| | Oak Knoll Rd to Pomerado Rd | 36,000 | 0.90 | E | 39,900 | 1.00 | E | 0.10 | | |

TABLE 6.2 (Continued)
SIGNIFICANTLY IMPACTED ROADWAY SEGMENTS
EXISTING COUNTY OF SAN DIEGO GENERAL PLAN VS. EXISTING CONDITIONS
(Existing Plan to Ground)

| Roadway | Segment | Existing | | | Existing GP | | | Δ in V/C |
|---------------------|-------------------------------------|----------|------|----------|-------------|------|----------|-----------------|
| | | ADT | V/C | LOS | ADT | V/C | LOS | |
| Poway Rd | Pomerado Rd to Carriage Rd | 33,500 | 0.84 | D | 37,800 | 0.95 | E | 0.11 |
| | Carriage Rd to Community Rd | 36,500 | 0.91 | E | 40,300 | 1.01 | F | 0.10 |
| | Silver Ridge Rd to Espola Rd | 12,900 | 0.86 | D | 13,700 | 0.91 | E | 0.05 |
| | Espola Rd to SR-67 | 18,800 | 1.88 | F | 21,200 | 2.12 | F | 0.24 |
| Scripps Poway Pkwy | Springbrook Dr to Community Rd | 49,400 | 0.82 | C | 58,000 | 0.97 | E | 0.15 |
| <i>San Diego</i> | | | | | | | | |
| Rancho Bernardo Rd | Via Del Campo to W. Bernardo Dr | 23,700 | 0.59 | C | 36,700 | 0.92 | E | 0.33 |
| | W. Bernardo Dr to I-15 | 47,400 | 1.19 | F | 56,900 | 1.42 | F | 0.23 |
| Scripps Poway Pkwy | I-15 to Spring Canyon Rd | 52,900 | 0.88 | D | 61,300 | 1.02 | F | 0.14 |
| Via de la Valle | Jimmy Durante Blvd to I-15 NB Ramps | 31,200 | 0.78 | D | 37,900 | 0.95 | E | 0.17 |
| | I-15 NB Ramps to San Andres Dr | 37,700 | 0.94 | E | 40,200 | 1.01 | F | 0.07 |
| | San Andres Dr to El Camino Real | 22,500 | 2.25 | F | 27,100 | 2.71 | F | 0.46 |
| Airway Rd | Michael Faraday Dr to SR-905 | 6,600 | 0.73 | C | 16,100 | 1.78 | F | 1.05 |
| Siempre Viva Rd | SR-905 to Enrico Fermi Dr | 19,400 | 0.49 | B | 50,700 | 1.27 | F | 0.78 |
| <i>San Marcos</i> | | | | | | | | |
| Las Posas Rd | SR-78 WB Ramps to Grand Ave | 37,700 | 0.75 | D | 55,500 | 1.11 | F | 0.36 |
| | Grand Ave to Vista Dr | 15,900 | 0.53 | C | 31,000 | 1.03 | F | 0.50 |
| | Vista Dr to Stone Dr | 12,100 | 0.40 | B | 25,100 | 0.84 | E | 0.44 |
| <i>Santee</i> | | | | | | | | |
| Mast Blvd | Shirley Garden to Magnolia Ave | 21,700 | 0.72 | D | 25,900 | 0.86 | E | 0.14 |
| Woodside Ave | Magnolia Ave to SR-67 | 32,000 | 0.80 | D | 37,700 | 0.94 | E | 0.14 |
| <i>Solana Beach</i> | | | | | | | | |
| Lomas Santa Fe Dr | Solana Hills Dr to I-5 SB Ramps | 31,700 | 0.79 | D | 37,600 | 0.94 | E | 0.15 |
| | I-5 SB Ramps to Via Mil Cumbres | 28,300 | 0.71 | C | 36,100 | 0.90 | E | 0.19 |
| <i>Vista</i> | | | | | | | | |
| Sycamore Ave | SR-78 EB Ramps to Hibiscus Way | 48,900 | 0.82 | D | 57,300 | 0.96 | E | 0.14 |

Source: Wilson & Company; January 2009

Notes:

Bold letters indicate substandard LOS.

Δ in V/C = the change in the volume to capacity ratio between the two scenarios.

TABLE 6.3
SIGNIFICANTLY IMPACTED ROADWAY SEGMENTS
COUNTY OF SAN DIEGO GENERAL PLAN UPDATE (REFERRAL MAP) VS. EXISTING CONDITIONS
(Proposed Plan to Ground)

| Roadway | Segment | Existing | | | GP Update | | | Δ in V/C | | |
|-------------------------------|--------------------------------------|----------|------|-----------|-----------|------|-----------|--------------------|--|--|
| | | ADT | V/C | LOS | ADT | V/C | LOS | | | |
| <i>Carlsbad</i> | | | | | | | | | | |
| <i>No Significant Impacts</i> | | | | | | | | | | |
| <i>Chula Vista</i> | | | | | | | | | | |
| <i>Bonita Rd</i> | Bonita Glen Dr to I-805 SB Ramps | 34,300 | 0.91 | E | 37,800 | 1.01 | F | 0.10 | | |
| | I-805 SB Ramps to I-805 NB Ramps | 54,000 | 1.44 | F | 55,500 | 1.48 | F | 0.04 | | |
| | I-805 NB Ramps to Plaza Bonita Rd | 42,400 | 1.13 | F | 43,500 | 1.16 | F | 0.03 | | |
| | Plaza Bonita Rd to Willow St | 30,300 | 0.81 | D | 33,900 | 0.90 | E | 0.09 | | |
| | Willow St to Chula Vista City Limit | 32,500 | 0.87 | D | 39,000 | 1.04 | F | 0.17 | | |
| <i>Del Mar</i> | | | | | | | | | | |
| <i>No Significant Impacts</i> | | | | | | | | | | |
| <i>El Cajon</i> | | | | | | | | | | |
| Jamacha Rd | Main St to Granite Hill Dr | 35,000 | 0.88 | E | 37,000 | 0.93 | E | 0.05 | | |
| 2nd St | Persimmon Ave to Broadway | 32,000 | 0.80 | D | 36,100 | 0.90 | E | 0.10 | | |
| | Broadway to I-8 WB Ramps | 33,500 | 0.84 | D | 38,900 | 0.97 | E | 0.13 | | |
| <i>Encinitas</i> | | | | | | | | | | |
| Rancho Santa Fe Rd | Manchester Ave to Eastern City Limit | 22,700 | 1.15 | F | 24,500 | 1.23 | F | 0.08 | | |
| <i>Escondido</i> | | | | | | | | | | |
| Centre City Pkwy | Centre City Rd to Brotherton Rd | 39,400 | 1.06 | F | 43,400 | 1.17 | F | 0.11 | | |
| | Brotherton Rd to Citracado Pkwy | 32,600 | 0.88 | D- | 34,200 | 0.92 | E | 0.04 | | |
| Felicia Ave/17th Ave | Escondido Blvd to Centre City Pkwy | 27,000 | 0.79 | C | 29,700 | 0.87 | D- | 0.08 | | |
| Bear Valley Pkwy | San Pasqual Rd to Mary Ln | 27,900 | 0.75 | C | 35,300 | 0.95 | E | 0.20 | | |
| <i>La Mesa</i> | | | | | | | | | | |
| Fuerte Dr | Grossmont Dr to Avocado Blvd | 15,700 | 1.57 | F | 18,500 | 1.85 | F | 0.28 | | |
| <i>Lemon Grove</i> | | | | | | | | | | |
| <i>No Significant Impacts</i> | | | | | | | | | | |
| <i>National City</i> | | | | | | | | | | |
| <i>No Significant Impacts</i> | | | | | | | | | | |
| <i>Oceanside</i> | | | | | | | | | | |
| <i>No Significant Impacts</i> | | | | | | | | | | |

TABLE 6.3 (Continued)
SIGNIFICANTLY IMPACTED ROADWAY SEGMENTS
COUNTY OF SAN DIEGO GENERAL PLAN UPDATE (REFERRAL MAP) VS. EXISTING
CONDITIONS (Proposed Plan to Ground)

| Roadway | Segment | Existing | | | GP Update | | | Δ in V/C |
|---------------------|---------------------------------|----------|------|-----|-----------|------|-----|--------------------|
| | | ADT | V/C | LOS | ADT | V/C | LOS | |
| Poway | | | | | | | | |
| Poway Rd | Iola Way to Oak Knoll Rd | 27,300 | 0.68 | C | 40,000 | 1.00 | F | 0.32 |
| | Oak Knoll Rd to Pomerado Rd | 36,000 | 0.90 | E | 39,600 | 0.99 | E | 0.09 |
| | Pomerado Rd to Carriage Rd | 33,500 | 0.84 | D | 37,500 | 0.94 | E | 0.10 |
| | Carriage Rd to Community Rd | 36,500 | 0.91 | E | 40,000 | 1.00 | F | 0.09 |
| | Espola Rd to SR-67 | 18,800 | 1.88 | F | 20,100 | 2.01 | F | 0.13 |
| Scripps Poway Pkwy | Springbrook Dr to Community Rd | 49,400 | 0.82 | C | 56,600 | 0.94 | E | 0.12 |
| San Diego | | | | | | | | |
| Rancho Bernardo Rd | Via Del Campo to W. Bernardo Dr | 23,700 | 0.59 | C | 35,800 | 0.90 | E | 0.31 |
| | W. Bernardo Dr to I-15 | 47,400 | 1.19 | F | 56,100 | 1.40 | F | 0.21 |
| Scripps Poway Pkwy | I-15 to Spring Canyon Rd | 52,900 | 0.88 | D | 61,600 | 1.03 | F | 0.15 |
| Via de la Valle | I-15 NB Ramps to San Andres Dr | 37,700 | 0.94 | E | 43,100 | 1.08 | F | 0.14 |
| | San Andres Dr to El Camino Real | 22,500 | 2.25 | F | 26,500 | 2.65 | F | 0.40 |
| Airway Rd | Michael Faraday Dr to SR-905 | 6,600 | 0.73 | C | 17,500 | 1.94 | F | 1.21 |
| Siempre Viva Rd | SR-905 to Enrico Fermi Dr | 19,400 | 0.48 | B | 59,300 | 1.48 | F | 1.00 |
| San Marcos | | | | | | | | |
| Las Posas Rd | SR-78 WB Ramps to Grand Ave | 37,700 | 0.75 | D | 56,500 | 1.13 | F | 0.38 |
| | Grand Ave to Vista Dr | 15,900 | 0.53 | C | 31,500 | 1.05 | F | 0.52 |
| | Vista Dr to Stone Dr | 12,100 | 0.40 | B | 25,600 | 0.85 | E | 0.45 |
| Santee | | | | | | | | |
| Mast Blvd | Shirley Garden to Magnolia Ave | 21,700 | 0.72 | D | 27,400 | 0.91 | E | 0.19 |
| Woodside Ave | Magnolia Ave to SR-67 | 32,000 | 0.80 | D | 37,400 | 0.94 | E | 0.14 |
| Solana Beach | | | | | | | | |
| Lomas Santa Fe Dr | Solana Hills Dr to I-5 SB Ramps | 31,700 | 0.79 | D | 37,000 | 0.93 | E | 0.14 |
| Vista | | | | | | | | |
| Sycamore Ave | SR-78 EB Ramps to Hibiscus Way | 48,900 | 0.82 | D | 54,600 | 0.91 | E | 0.09 |

Source: Wilson & Company; January 2009

Notes:

Bold letters indicate substandard LOS.

Δ in V/C = the change in the volume to capacity ratio between the two scenarios

TABLE 6.4
SIGNIFICANTLY IMPACTED ROADWAY SEGMENTS
COUNTY OF SAN DIEGO GENERAL PLAN UPDATE (REFERRAL MAP) VS. EXISTING COUNTY OF
SAN DIEGO GENERAL PLAN
(Proposed Plan to Existing Plan)

| Roadway | Segment | Existing GP | | | GP Update | | | Δ in V/C | | |
|-------------------------------|---------------------------------------|-------------|------|-----|-----------|------|-----|--------------------|--|--|
| | | ADT | V/C | LOS | ADT | V/C | LOS | | | |
| <i>Carlsbad</i> | | | | | | | | | | |
| <i>No Significant Impacts</i> | | | | | | | | | | |
| <i>Chula Vista</i> | | | | | | | | | | |
| Bonita Rd | Willow St to Chula Vista City Limit | 34,100 | 0.91 | E | 39,000 | 1.04 | F | 0.13 | | |
| <i>Del Mar</i> | | | | | | | | | | |
| <i>No Significant Impacts</i> | | | | | | | | | | |
| <i>El Cajon</i> | | | | | | | | | | |
| 2nd St | Broadway to I-8 WB Ramps | 34,700 | 0.87 | D | 38,900 | 0.97 | E | 0.10 | | |
| <i>Encinitas</i> | | | | | | | | | | |
| Rancho Santa Fe Rd | Manchester Ave to Eastern City Limit | 23,000 | 1.15 | F | 24,500 | 1.23 | F | 0.08 | | |
| <i>Escondido</i> | | | | | | | | | | |
| Felicita Ave/17th Ave | Juniper St to Escondido Blvd | 31,000 | 0.91 | E | 33,500 | 0.98 | E | 0.07 | | |
| Bear Valley Pkwy | San Pasqual Rd to Mary Ln | 29,100 | 0.79 | C | 35,300 | 0.95 | E | 0.16 | | |
| | El Dorado Dr to San Pasqual Valley Rd | 33,200 | 0.90 | D- | 36,000 | 0.97 | E | 0.07 | | |
| <i>La Mesa</i> | | | | | | | | | | |
| Fuerte Dr | Grossmont Dr to Avocado Blvd | 15,800 | 1.58 | F | 18,500 | 1.85 | F | 0.27 | | |
| <i>Lemon Grove</i> | | | | | | | | | | |
| <i>No Significant Impacts</i> | | | | | | | | | | |
| <i>National City</i> | | | | | | | | | | |
| <i>No Significant Impacts</i> | | | | | | | | | | |
| <i>Oceanside</i> | | | | | | | | | | |
| <i>No Significant Impacts</i> | | | | | | | | | | |
| <i>Poway</i> | | | | | | | | | | |
| <i>No Significant Impacts</i> | | | | | | | | | | |
| <i>San Diego</i> | | | | | | | | | | |
| Via de la Valle | I-15 NB Ramps to San Andres Dr | 40,200 | 1.01 | F | 43,100 | 1.08 | F | 0.07 | | |
| Airway Rd | Michael Faraday Dr to SR-905 | 16,100 | 1.78 | F | 17,500 | 1.94 | F | 0.16 | | |
| Siempre Viva Rd | SR-905 to Enrico Fermi Dr | 50,700 | 1.26 | F | 59,300 | 1.48 | F | 0.22 | | |

TABLE 6.4 (Continued)
SIGNIFICANTLY IMPACTED ROADWAY SEGMENTS
COUNTY OF SAN DIEGO GENERAL PLAN UPDATE (REFERRAL MAP) VS. EXISTING COUNTY OF
SAN DIEGO GENERAL PLAN
(Proposed Plan to Existing Plan)

| Roadway | Segment | Existing GP | | | GP Update | | | Δ in V/C |
|-------------------------------|--------------------------------|-------------|------|-----|-----------|------|-----|--------------------|
| | | ADT | V/C | LOS | ADT | V/C | LOS | |
| San Marcos | | | | | | | | |
| Los Posas Rd | SR-78 WB Ramps to Grand Ave | 55,500 | 1.11 | F | 56,500 | 1.13 | F | 0.02 |
| | Grand Ave to Vista Dr | 31,000 | 1.03 | F | 31,500 | 1.05 | F | 0.02 |
| Santee | | | | | | | | |
| Mast Blvd | Shirley Garden to Magnolia Ave | 25,900 | 0.86 | E | 27,400 | 0.91 | E | 0.05 |
| Solana Beach | | | | | | | | |
| <i>No Significant Impacts</i> | | | | | | | | |
| Vista | | | | | | | | |
| <i>No Significant Impacts</i> | | | | | | | | |

Source: Wilson & Company; January 2009

Notes:

Bold letters indicate substandard LOS.

Δ in V/C = the change in the volume to capacity ratio between the two scenarios.

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